

A side profile of a blue Bugatti Chiron hypercar, showing its distinctive design with large wheels, a low profile, and a prominent front grille. The car is set against a dark, textured background.

The image shows the BBC Top Gear logo. The word "Top Gear" is written in a large, white, italicized sans-serif font. Above the "B" in "BBC" is the BBC logo itself, consisting of the letters "B", "B", and "C" in white on a black background. The background of the logo is a blue and yellow racing car, possibly a Formula 1 car, with a driver visible in the cockpit. The car is set against a dark blue background with a subtle grid pattern.

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Official fuel consumption figures for the Q7 range in mpg (l/100km) from: Urban 42.2 (6.7) – 44.8 (6.3),
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Extra Urban 47.1 (6.0) – 53.3 (5.3), Combined 45.6 (6.2) – 49.6 (5.7), CO₂ emissions 163 – 148g/km.
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Fuel consumption in MPG (l/100km) for All-New Tucson range: Urban 28.2 (10.0) – 52.3 (5.4), Extra Urban 43.5 a guide for comparative purposes and may not reflect all driving results. Model shown: All-New Tucson Premium SE 2.0 CRDi with solid paint. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.



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(6.5) – 67.3 (4.2), Combined 37.2 (7.6) – 61.7 (4.6), CO₂ Emissions 177 – 119g/km. These official EU test figures are to be used as 136PS Blue Drive manual at £28,930 OTR including White Sand metallic paint at £585. *On the road price of £18,695 applies to All-New Tucson S 1.6 GDi 132PS Blue Drive manual

CONTENT TEAM
OF THE YEAR



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MAGAZINE OF
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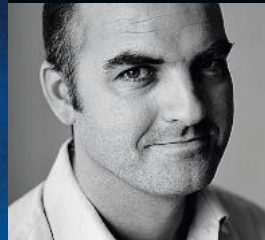
The website used to be held together by sticky tape and hope. Now it's new and shiny. Enjoy



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WELCOME



With its 68 stone steps ranged over five flights and a combined drop of 10 metres, Rome's Scalo de Pinedo on a damp March night is about as far removed from a supercar's natural

environment as it's possible to get. So far removed that when the Aston DB10 and Jaguar C-X75 first clatter down the monumental assault course in a display of bravery and driving skill that beggars belief, it's impossible to process. The violence of the act and the noise of the damage being wrought to each of these stunning creations leaves me wincing... and then the team resets to do it all over again. But this isn't the normal supercar world: this is Bond, and the steps are part of the supercar parkour that Rome has provided as the location for the latest in the franchise's set of iconic car chases.

While many would flock to catch a glimpse of Daniel Craig or Monica Bellucci, for most of us reading this magazine, the C-X75 and the DB10 are the real stars of *SPECTRE*. This issue, we've managed to sidestep Q Branch's high-level security and nick the keys to both. Chris climbs aboard the DB10 with the man who makes Bond look like a driving god, lead stunt driver Mark Higgins, on page 84, while Ollie Marriage launches his own sideways mission at Jaguar's secret testing facility in the C-X75 on page 96.

But, after their starring roles, what's next for Bond and *SPECTRE*'s new wheels? We know the DB10 will arrive in the form of the DB11 some time next year, following some minor tweaks to the design, but the Jag's fate at the time of publishing is somewhat less clear.

At *TopGear*, we've always been *big* fans of the C-X75 and, while the original concept car's gas turbines and high-revving 1.6-litre four-cylinder are a distant memory, the C-X is a car that the brand and all who have worked on the project deserve to see made real – no matter how small the production numbers. Surely, following its starring role, there will be enough high-net-worth Jaguar loyalists keen to live the "Good to be Bad" ethos in this ultimate iteration.

The campaign starts here...

Enjoy the issue,

CHARLIE TURNER EDITOR-IN-CHIEF

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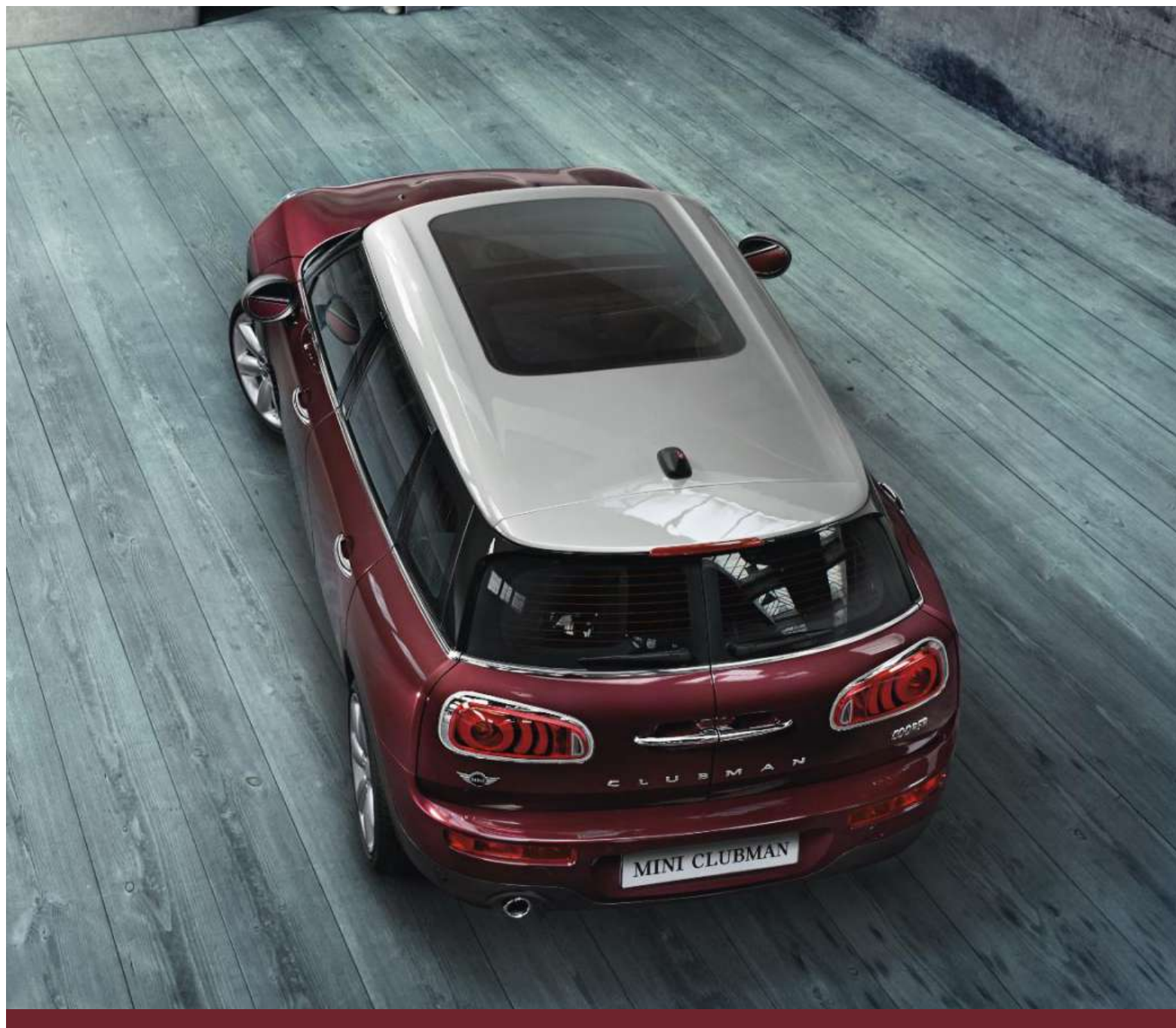
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Official Fuel Economy Figures for the new MINI Clubman Range: Urban 35.3-60.1 mpg (8-4.7 l/100km). Extra Urban 52.3-76.3 mpg (5.4-3.7 l/100km). Combined 44.8-68.9 mpg (6.3-4.1 l/100km). CO₂ Emissions 147-109 g/km. Figures may vary depending on driving style and conditions.

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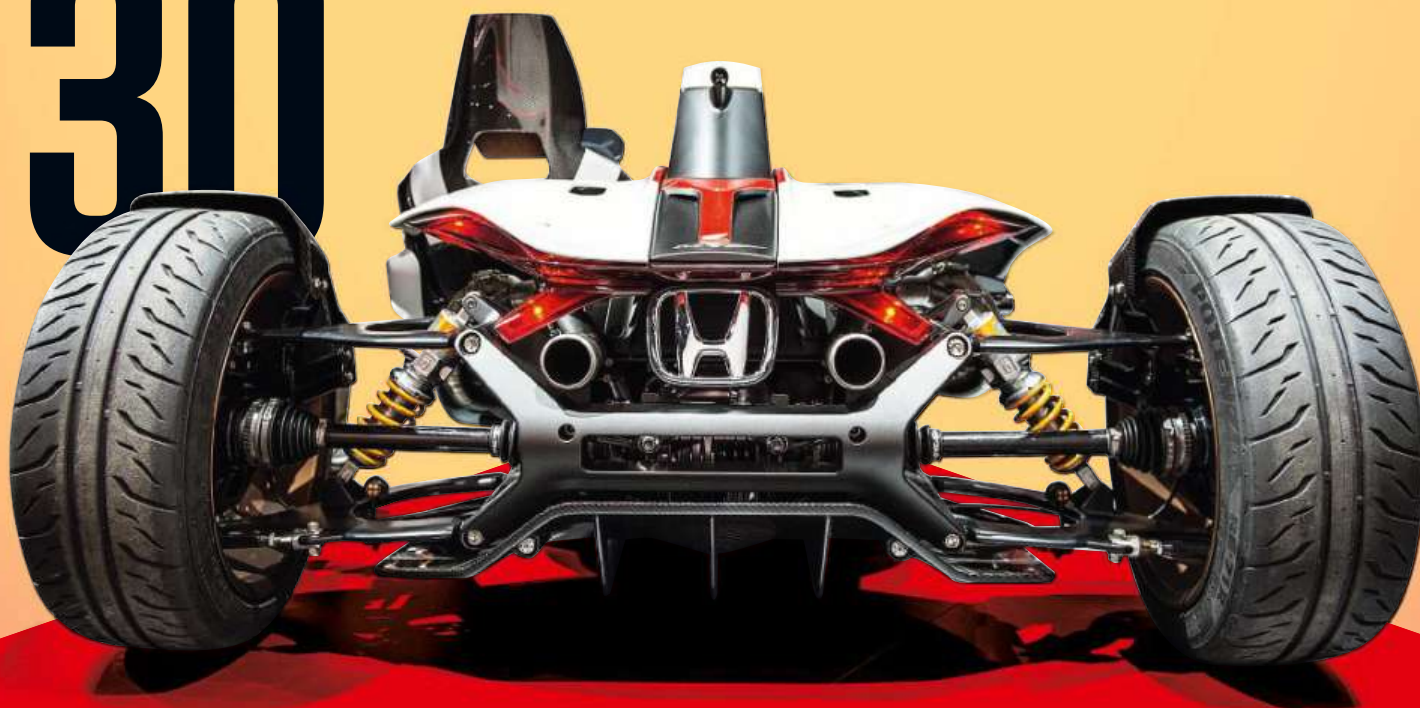
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MEDIA VILLAGE, 201 WOOD LANE, LONDON W12 7TN

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EDITOR-IN-CHIEF CHARLIE TURNER

ASSOCIATE EDITOR TOM FORD
MOTING EDITOR OLIVER MARRIAGE
DEPUTY EDITOR JACK RIX
CONSULTANT EDITOR PAUL HORRELL
EDITOR AT LARGE JASON BARLOW
ROAD TEST EDITOR OLLIE KEW
STAFF WRITER TOM HARRISON
WRITER & SPECIAL PROJECTS EDITOR DAN READ
SUB-EDITORS TOM COBBE, ADRIAN COLLEY

MANAGING EDITOR ESTHER NEVE
EDITOR, TOPGEAR.COM SAM PHILIP
COMMERCIAL DIRECTOR CHRIS MOONEY
ASSOCIATE EDITOR, TOPGEAR.COM VIJAY PATTN
SENIOR WRITER, TOPGEAR.COM STEPHEN DOBIE
ONLINE CONTENT PRODUCER ROWAN HORNCastle
SOCIAL MEDIA PRODUCER SIMON BOND
CASUAL SUB-EDITORS IAN BROAD, ALASDAIR LEES
EDITORIAL ASSISTANT & PA ALCYIA ASHCROFT

CONTRIBUTING EDITORS

PAT DEVEREUX, CHRIS EVANS
RICHARD PORTER

CREATIVE DIRECTOR ANDY FRANKLIN
ART EDITOR ELLIOTT WEBB
SENIOR DESIGNER PETER BARNES

DIGITAL ART DIRECTOR OWEN NORRIS
DIGITAL ART EDITOR MATT MANNION
REPROGRAPHICS EXECUTIVE CHRIS ROWLES

CONTRIBUTING PHOTOGRAPHERS

WEBB BLAND, LEE BRIMBLE, MARK FAGELSON, ROWAN HORNCastle, JUSTIN LEIGHTON,
JAMIE LIPMAN, ANTON WATTS, JOE WINDSOR-WILLIAMS, JOHN WYCHERLEY

ADVERTISING DIRECTOR ROB WALSH
BRAND GROUP HEAD SAM FIELD
SENIOR X-MEDIA SALES EXECUTIVES LIAM KENNEDY,
JACK ELLIS, JOE ESPINOSA,
KEITH HILLMAN
DIRECTOR OF INTERNATIONAL LICENSING AND SYNDICATION TIM HUDSON
INTERNATIONAL PARTNERS MANAGER ANNA BROWN
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X-MEDIA SALES EXECUTIVE TOM LEWIS
BRAND SOLUTIONS PROJECT MANAGER KATIE MORAN
CLASSIFIED SALES EXECUTIVE BEN DRAKE
INSERTS EXECUTIVE YASMIN LAGGOUNE
DIGITAL SALES PLANNER CHARLOTTE KIRBY

PRODUCTION MANAGER JO BEATTIE
GROUP PRODUCTION MANAGER KOLI PICKERSGILL

AD SERVICES COORDINATOR TONY DIXON
HEAD OF AD SERVICES SHARON THOMPSON

DIRECT MARKETING MANAGER EMMA SHOOTER
MARKETING MANAGER TOM TOWNSEND-SMITH
SUBS MARKETING MANAGER LYNNE SWARBOOK

FINANCE DIRECTOR STEPHEN LAVIN
SENIOR MANAGEMENT ACCOUNTANT LEN BRIGHT
MANAGEMENT ACCOUNTANT NOMA PELE

PUBLISHING DIRECTOR SIMON CARRINGTON
CHAIRMAN, IMMEDIATE MEDIA CO. LTD
STEPHEN ALEXANDER

GROUP PUBLISHING DIRECTOR ALFIE LEWIS
CEO, IMMEDIATE MEDIA CO. LTD TOM BUREAU

MANAGING DIRECTOR, TOPGEAR ADAM WADDELL

BBC WORLDWIDE, UK PUBLISHING

DIRECTOR OF EDITORIAL GOVERNANCE NICHOLAS BRETT
PUBLISHING DIRECTOR UK CHRIS KERWIN

DIRECTOR OF CONSUMER PRODUCTS AND PUBLISHING
ANDREW MOULTRIE
UK PUBLISHING COORDINATOR EVA ABRAMIK

UK.PUBLISHING@BBC.COM / WWW.BBCWORLDWIDE.COM/UK--ANZ/UKPUBLISHING.ASPX
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SECOND FLOOR B, ENERGY CENTRE, MEDIA VILLAGE, 201 WOOD LANE, LONDON W12 7TN

HOW TO CONTACT US

All subscription enquiries 0844 848 9757
Back issues enquiries 0844 848 9767
General enquiries 020 7150 5122

Subscription enquiries and back issues: topgear@servicehelpline.co.uk

General enquiries: queries.tmag@bbc.com

Subscription enquiries: TopGear, Building 800, Guillat Avenue,

Kent Science Park, Sittingbourne, Kent ME9 8GU

General enquiries/Letters page: TopGear, Second Floor A, Energy Centre, Immediate Media

Company London Limited, Media Village, 201 Wood Lane, London W12 7TN

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FROM TOPGEAR.COM

This is Peugeot's Fractal, and it looks excellent. We hitch a ride in the pint-sized sports car concept

Why do they keep teasing us? They should just make them. Just do it.

Ze dud

The things I would do for this car. Work, for example.

Topsy Turvy

Bugs me to see Peugeot rolling out such brilliant concept cars, only for their production models to remain some of the most dreary-looking things on the market. They should look to sister company Citroen for advice on how to make cars that are still practical but push the boat out a little design-wise.

Creat1ve

This should've been their Vision GT concept. It would thrash a Tomahawk any day.

Sami Faheem

Man, those are some severe-looking headrests.

Arka Dyuti Sarkar

Wouldn't it be nice that Peugeot makes this Fractal concept a Factual car? Minus those spiky and bling addenda, it would be a nice addition to the staid Peugeot range.

DdWorks

Ugly, electric, and is probably going to be overpriced. No thanks.

Anthony Andrioli



@wirelessnic,
via Instagram
Day 247. The Stig



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Fagarasan and...



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TWEETS & STUFF

Watching @BBC_TopGear has me Googling flights to Finland and looking up Finnish driving schools. I wonder if Mika Häkkinen is free?

@_MELANIEMAY

When is @BBC_TopGear not creating chaos?

@THEGEEKYGIRL13

Every time I see photos of the Öresund Bridge Tunnel, M83's Moonchild gets stuck in my head. Thanks, @BBC_TopGear

@DA_PINEAPPLE

There is apparently no limit to the number of times I will watch a @BBC_TopGear episode

@DOUGIENINJA

Whoever cut off my TopGear episodes on the DVR will have to drive around the downhill cul-de-sac near my house in a Reliant Robin

@VIVIDDER

Pre-interview wind down – @BBC_TopGear Polar Special. If they can survive a frozen wasteland, I can nail this interview

@DREWTORIOUS

Judging by the cover of @BBC_TopGear mag, there hasn't been a better time to be in the market for a hot hatch

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I thought The Stig would have something a little sicker than a stock WRX @whatuphater



Very ironic... @monsterdiv, via Instagram

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Model shown is Superb hatch L&K 2.0TDI 150PS AT £28,740 with optional 19" Phoenix Anthracite alloy wheels at £650, metallic paint at £650, front and rear parking sensors at £350 and sunroof at £850. *Lower fuel consumption is in comparison to previous model. Information correct at time of print.

ŠKODA



Official fuel consumption in mpg (litres/100km) for the ŠKODA Superb Range: Urban 31.4 (9.0) – 62.8 (4.5), Extra Urban 45.6 (6.2) – 76.4 (3.7), Combined 39.2 (7.2) – 70.6 (4.0). CO₂ emissions for the ŠKODA Superb Range: 164 – 105g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

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NEWS

EVERYTHING YOU NEED TO KNOW ABOUT THE CARS THIS MONTH



BIG THIS MONTH

Frankfurt 2015

TopGear's pick of the Frankfurt show's offerings... **TURN OVER**



Mission E

complete

Meet Porsche's take on the Tesla Model S

This concept car is Porsche's deadly serious pitch for an all-electric super-saloon. It appeared at the Frankfurt show, making everyone who clapped eyes on it palpitate slightly. And it's as fast as it is beautiful.

"With this car, we intend to start a new era with Porsche, similar to the 911, 50 years ago," the firm's R&D chief Wolfgang Hatz tells us. "This is more than a show car, it's a concept car that we can realise. To put it into production, we'll need three to three and a half years."

The Mission E concept might look like some futuristic stretched 911 – and that's a great starting point – but it's actually powered by an electric motor at each end, with a flat rectangle of

batteries in the middle, giving it a rated 300-mile-plus range.

This much of its tech is reminiscent of the Tesla Model S, but Porsche wants to go a stage further by raising the voltage so it can be recharged even faster. The 800v system is claimed to take the battery from flat to 80 per cent full in 15 minutes, er, flat.

"Potential Porsche full-electric car customers don't only want to drive fast. They want to charge fast too," according to project head Stefan Weckbach.

"Under 3.5 seconds" is the in-house prediction for the 0–62mph time, and you might remember that the last time Porsche presented a revolutionary concept, the 918, the performance only improved as it edged to production. And with four-wheel-drive, torque-vectoring,



Four-seat electric Porsche
– words you never thought
you'd see together



Porsche goes for
the full *Jetsons* styling
in the Mission E cabin



ELECTRIC RINGS

Audi will have a full-electric crossover on sale in about three years. It will look much much like this, the e-Tron Quattro Concept, which met with general approval at the Frankfurt show. It should have a range of over 300 miles if driven gently, and a recharge zap of 250 miles' worth in 30 minutes. A network of 480v chargers is being built at autobahn services to make this Tesla-like ability for long-distance travel possible. Petrol and diesel versions are likely too, badged Q6.



“Porsche full-electric car customers don’t only want to drive fast. They want to charge fast too”

four-wheel steering and a lizard-low centre of gravity, the handling should be mesmerising. Porsche’s uncannily accurate simulation software says it will lap the Nürburgring at within eight minutes, though how many laps a full battery will get you, we’re not sure.

The Mission E is a four-seater, smaller than the Panamera, so there is clear distinction in Porsche’s range. Don’t expect a Mission S or Mission D – its engineers say it’s designed from scratch to be a battery car with no possibility of a piston option. As its performance justifies, the price would be in £108,000 Panamera Turbo territory too, Weckbach hints.

The car’s roof is as low as a 911’s, and the tightly drawn cabin means it’s not luxury-car roomy. But four

grown-ups do fit. The dash uses holograms, and the driver and passengers can use gestures to control electronic functions.

At the moment, an 800v charging system, which Porsche calls ‘Turbo Charging’ (ho, ho), seems further away than the car itself. No infrastructure like that exists, and no standard is agreed. So it’s unlikely to occur in the time frame Porsche is talking about.

Still, a network of 400v chargers is planned in Germany, and onboard electronics can use that and step it up. But it doubles the recharge time. At least early buyers would get a car future-proofed for charging system upgrades. Porsche also plans to use inductive wireless charging, which is convenient, but again slower than the 800v cable.



800v charging system,
like the car, is something
for the distant future



5 REASONS HONDA HAS TO BUILD THE PROJECT 2&4 CONCEPT, NOW

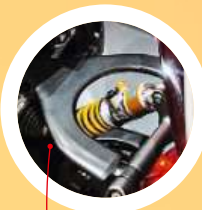
Half sports car, half MotoGP superbike and coolest Honda since Ayrton's NSX

1 It brought the Frankfurt show to a standstill

For something so compact, the 2&4 sure caused big waves at the sausage-fan's motor show of choice. Honda's 80 brightest sparks were given a MotoGP engine, four wheels and told to go away and dream. This is the fizz-inducing result. Eventual winner, Martin Petersson, is a bike designer by trade, hence the fusion of two worlds.

2 It has the power-to-weight ratio of a Veyron

When 212bhp has just 405kg to push along, it doesn't hang about. No official performance figures exist, but with 523bhp per tonne it's on a par with the original Veyron. Enough to comfortably dust the Jazz Hybrid, then.



4 It revs to 14,000rpm

Ah yes, the engine. It likes to rev. Quite a lot. The 999cc V4 produces its peak power of 212bhp at a dizzy 13,000rpm, with the red line arriving a mere 1,000rpm later, so you'd better have your wits about you. Known as the RC213V in MotoGP circles, the engine alone costs around £150k. Not cheap, but we can only imagine the nape-prickling thrill of pinning it to the limiter. The bad news is that while every component on the show car you see here is real, they're not properly plumbed in yet. According to Petersson: "There will be a next step; it's been too positive for us next to. The question is what that next step is." We'll help you out there, Martin – finish it immediately and deliver it to us at TGHQ. With a set of fresh tyres. Cheers.

3 It's practical, sort of...

Tricky to justify to your spouse as the sole family runaround, sure, but hear us out. Beneath the Honda-emblazoned cover on the right of the car is a pair of runners ready to receive a second seat – a feature that the designer himself claimed would be useful when it comes to converting the car from left- to right-hand drive. That's what we like to hear, Honda, already troubleshooting for putting it into full production. Come on, if Caterham can do it in a shed in Dartford, surely you have the ways and means?



Asimo had finally perfected his Transformers routine

5 It takes minimalist interiors to a whole new level

Using a bike-style backbone structure means the seat doesn't sit at all – it hangs off the central spine, leaving drivers dangling in mid-air picking flies from their teeth. Digital head-up display doubles as a wind-deflector, while the button-strewn wheel keeps thumbs busy. Overall design inspiration is from the achingly pretty 1965 RA272 F1 car, but materials and wonderfully precise build quality are bang up to date.



TOYOTA

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BETTER WAY

Fall in love with
driving again.

And become
more attractive.

Well, one out of
two isn't bad.



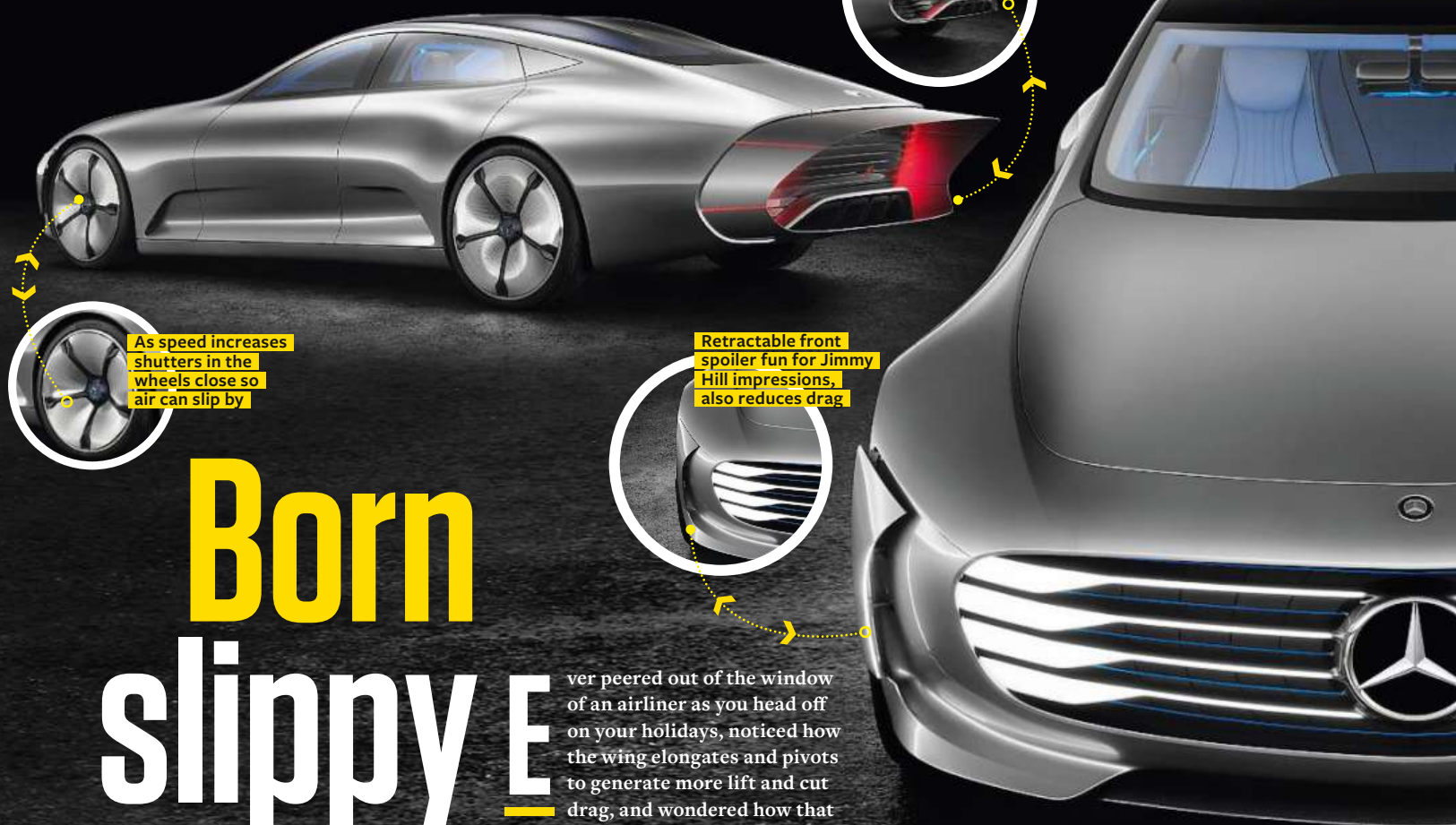
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New Auris Hybrid Range Official Fuel Consumption Figures in mpg (l/100km): Urban 72.4 (3.9) - 83.1 (3.4), Extra Urban 72.4 (3.9) - 83.1 (3.4), Combined 72.4 (3.9) - 80.7 (3.5), CO₂ Emissions 92g/km - 79g/km. The mpg and CO₂ figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.



Born slippery

Mercedes electric car concept takes slipperiness to another level **BY OLLIE KEW**



Ever peered out of the window of an airliner as you head off on your holidays, noticed how the wing elongates and pivots to generate more lift and cut drag, and wondered how that sort of engineering would look if it was applied to a car? Meet the Mercedes Intelligent Aerodynamic Automobile. No active spoiler here – the whole rear of the car telescopes out by 390mm at 50mph, cutting CO₂ emissions at a stroke by 3g/km.

Meanwhile, the front bumper retracts 60mm under the car's illuminated snout, winglets sprout from the front wings to deflect air around the S-Class-sized IAA's bulk. Even the wheels feature electric aero shutters which seal up to reduce turbulence. All that adds up to a 0.19Cd drag coefficient, which doesn't mean much until you discover the world's slipperiest production car (another Mercedes, in fact, the little

CLA saloon) manages just 0.23Cd. There's marine life less sleek than the Concept IAA.

While the priapic tail is a bit far-fetched, what you're really looking at is the shape of the next Mercedes GLS. Nice, isn't it? Quite art deco Thirties streamliner – with a lump of Audi A7 and Jaguar XJ in there too. The eat-your-greens plug-in powertrain from the C300 hybrid points the way to Merc's future motors too – it offers 275bhp (enough for a 155mph top speed) yet its four cylinders and 41-mile emission-free range mean it'll cheat the current consumption tests like an overperforming Olympian.



JAGUAR F-PACE WILL SOON BE IN A GIANT CATFIGHT

Now the extravagant unveiling procedure is over, we can crunch the numbers of Jaguar's aluminium SUV. Prices begin at £34,170 for a 'basic' 178bhp four-pot diesel with a manual gearbox. That one is a BMW X3-fighter; the £51k, 375bhp V6 S aims for the Porsche Macan Turbo. An SVR is likely to follow. To distance the F-Pace from Land Rover, its rear-biased 4x4 system is tuned for limpet on-road grip, not rock crawls and river wading. It seats five, the boot is huge. So, it works on paper. Bring on the road test...

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CITROËN GRAND C4 PICASSO

The Citroën Grand C4 Picasso is the first MPV in its segment to break the 110g CO₂/km barrier with the BlueHDi 150* delivering up to 72.4 MPG.⁹ With its ultra-flexible 7-seat interior, 360° Vision Parking,⁹ Keyless Entry and Start,⁴ and Panoramic Windscreen, it's no wonder it's been voted 'Best MPV' by both What Car? and Auto Express for two years running.



CRÉATIVE TECHNOLOGIE

   citroen.co.uk

CITROËN prefers TOTAL Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO₂ Emissions (g/km). Highest: Grand C4 Picasso THP 165 S&S EAT6 Auto with 18" wheels: Urban 7.5/37.7, Extra Urban 4.9/57.6, Combined 5.8/48.7, 134 CO₂. Lowest: Grand C4 Picasso BlueHDi 100 S&S manual: Urban 4.5/62.8, Extra Urban 3.5/80.7, Combined 3.8/74.3, 99 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

Model shown: Grand C4 Picasso BlueHDi 120 S&S 6-speed manual Exclusive+. OTR price £26,665 (incl. Teles Blue metallic paint at extra cost of £520). *Available on Grand C4 Picasso Exclusive and above. ⁹Combined Cycle on Grand C4 Picasso BlueHDi 150 S&S 6-speed manual Exclusive with 17" wheels. ⁹Optional at extra cost on Grand C4 Picasso Exclusive+. ⁴Optional at extra cost on Grand C4 Picasso VTR+ and Grand C4 Picasso Exclusive, available as standard on Grand C4 Picasso Exclusive+.



Huracán for the chop

Lambo unveils Spyder version of its 602bhp monster

Please be upstanding for the new bedroom-wall hero. Though an inevitable conclusion given that its predecessor was the most successful open-top Lamborghini ever built, this new, naturally aspirated Huracán Spyder nevertheless faces quite a fight.

Because with such opponents as the new Ferrari 488 GTB and McLaren 650S Spyder gunning for it, small wonder the Lambo is able to open and close its electro-hydraulically-operated, lightweight soft top in 17 seconds, at speeds of up to 31mph.

There's a rear window – like the Aventador Roadster – that can also be opened or closed in either of the roof positions. Seal it open for that full V10 experience.

Ah yes, the V10. Other than the new roof and a pair of movable fins that start on the seatbacks and continue along the rear, complete with an integrated duct, the 'regular' Huracán Coupe's DNA is all present and correct.

Which means a 5.2-litre free-breathing V10, 602bhp, 413lb ft of torque, a wall of noise and that new aluminium and carbon-fibre chassis 40 per cent stiffer than the old Spyder, which it (sort of) shares with new R8.

At 1,542kg, it's 120kg heavier than the Huracán Coupe and features the dual-clutch 'box and 4WD, of course. Yet the performance is stratospheric for any rational human being: 0–62mph takes 3.4secs (vs 3.2secs for the Coupe), it'll do 0–124mph in 10.2secs and top out at 201mph.

So, be honest with yourself. The Lambo does boast some impressive tech and plenty of pace, but it's all about the drama here. In which case, job done.



Dino successor will not be cheap. Is anyone surprised?



THE DINO: NEW SMALL FERRARI RUMOURED

Ferrari is working a 'new Dino'. It's smaller than the 488, and will run a V6 turbo engine. But it won't be slow or cheap. A Ferrari engineer hinted to *TopGear* in the direction of 580bhp and £150k-plus. In other words, right in McLaren 570S territory. There are test mules running, and it's packaged to be shorter than the 488. But getting 200bhp-per-litre out of the engine will take time, so there's no firm intro date. A Spider is on the cards too.

THE KNOWLEDGE

THIS MONTH'S
IMPORTANT NEWS,
IN BITE-SIZED MORSELS



1 Focus RS is a snip at less than £29,000

Or £28,940 to be precise, which is remarkably good value for a 350bhp, 4WD hatch that has a drift mode. In case you were wondering, that's £1k less than the Civic Type R and two grand less than the Golf R. Game on.



2 DS4 concept is a real rock star

Move over carbon fibre, there's a new material in town. Citroen's recently independent premium arm has presented a concept with slivers of stone on the mirrors and wheels. And it'll make production within 18 months.

DB11

3 Aston Martin in new car name shocker

The DB9's successor will be called DB11. The higher IQ'd among you will spot that's a leap of two numerals – Aston will claim that's because the car is so different. Really it's because Bond stole the one in-between.



4 New Audi S4 is a Q-car extraordinaire

We almost walked straight past at Frankfurt, but luckily saw the S4's important bits are all-new, including a 349bhp turbo V6 with 10 per cent more mustard and quattro that can send 85 per cent of that to the rear.

Q&A



Is this Nissan's new Z-car?

Does the tall, pointy Gripz concept point to the 370Z's replacement? And, if so, should it?

That's not a sports car. That's an SUV-thing.

Correct. Specifically it's a Nissan 'Gripz' SUV-thing, a concept unveiled at the Frankfurt show and heralded by its creators as a "radical sports crossover".

I don't want a sports crossover. I want a sports... non-crossover.

You're in the minority. High-riding hatchbacks are where it's at nowadays. Seventy per cent of Nissans sold in the UK are now SUV-themed – Qashqai and Juke accounting for the majority of sales – so fast crossovers will increasingly become less oddity and more necessity. At the same time, the market for beefy, big-engined two-seat sports cars is rather less burgeoning.

Beefy, big-engined two-seat sports cars like the 370Z?

Exactly. Which might explain why Nissan is dropping not-so-subtle hints that the Gripz previews its next generation Z-car. As well

as that cheeky 'z' at the end of its name, the official blurb proudly attests the Gripz "blends the practicality of a compact crossover with the performance of a sports car" and previews "a new sporty direction for crossovers".

240Z, 280ZX, 350Z, 370Z... Gripz.

Doesn't sound quite right, does it?

Apparently the Gripz's design pays homage to the jacked-up 240Z that won the East African Safari Rally in 1971, a rally-raider Nissan describes as the first-ever crossover. As connections go, it's hopeful.

So Zed's dead?

Not for a while, at least. The Gripz is officially described as a design statement rather than a replacement for any existing model: Nissan bosses told us the Gripz was a glimpse into the firm's future of performance, rather than a direct preview of their next Z-car. "There is no urgency in



MAZDA KOERU

Five-door, coupe-bottomed concept points to Japan's answer to the BMW X6. Erk



VW TIGUAN

Replacement for very sensible family SUV is... a very sensible family SUV. Phew

370Z," product planning chief Philippe Klein told us. "It's still a good asset for the company. It has a good customer base."

So long as the next Z has a fat, naturally aspirated V6 under the bonnet, I'll live with this crossover nonsense.

Unlikely, we fear. The Gripz concept is powered by a petrol-electric range extender, with Nissan acknowledging the 'constraints' of economy and CO₂ suffered by modern sports cars. When we asked Klein if the next Z car could go turbo, he admitted Nissan was "open and considering all different options". TG sadly suspects the days of the 370Z's brawny 3.7-litre V6 are limited.

Do you have any good news?

Compared to the 370Z, the Gripz may be nearly 20cm taller, but it's a handy 15cm shorter nose-to-tail. So the future of sports cars might well look a lot taller, but at least it'll be easier to park.



Cabin inspired by race cars and kids' playgrounds



POST-FUNCTIONALITY

How much of car design is looks dressed up as pseudo-science?

My friend Janie has several pairs of what she calls car-to-bar shoes. Mostly red or leopard print, they perch on such high-altitude stilettos that all the distance they're good for is the totter from taxi to cocktail lounge. They have evolved beyond the dreary function of walking into the role of plumage. At least she's honest about it. And if we're honest, there's quite a lot about cars that's equally post-functional.

When I first saw the BMW i8, I was enraptured by the beauty and the cleverness, not just in the drivetrain and structure, but the surface too. The skin has several new features to pacify the air that passes over and through it. I was intrigued by the flying buttresses on the rear three-quarters. Do they help stability or lessen drag or clean the rear window? No. They have been carefully shaped, I learnt, not to affect the air at all. They are post-functional anti-spoilers. Their job is to make the car look wider. When I learnt that, the integrity of the car took a little knock in my mind.

Aerodynamic pseudo-science is everywhere. Which brazen spoilers and gulping scoops do an honest job and which are bogus? I have some suspicions. Look at all those bodykitted versions of low-power diesel saloons and crossovers: the M Sports and S lines and AMG Lines and R Designs and R lines. These kits are designed to make no difference at all to CO₂, which means they don't affect drag. Or stability, I'll bet. In other words, these things are not about adding racetrack function to road cars. They're about the evocation (but not substance) of sportiness in the buyer and the bystander.

I'm driving a Fiat 500X at the moment. When you switch to Sport mode (like, duh, it's a 120bhp diesel crossover), a g-meter pops up in the instruments. If you must know, I've hit 0.8g lateral, but it'll barely exceed 0.2g longitudinal even as the engine grunts its little heart out. This sort of post-functional telemetry first appeared in the likes of the Nissan GT-R. It even has a gauge to tell you where the torque is going. If you ever get to the point where a GT-R decides to send torque to the front axle, you really need your eyes on the road not the clocks. This instrument is not there to give useful data, it's there to demonstrate the engineers' diligence.

BMW, in its crazed efforts to out-tech Mercedes with its new 7-Series, didn't even stop at the ignition key. This little friend,



"The Mercedes-AMG SL65's engine has evolved way beyond mere conversion of fuel to speed"

Aerodynamic pseudo-science on a school curriculum near you soon...

having forever stuck with the simple but noble tasks of controlling locks and ignition, has now been sent up a lengthy evolutionary diversion. It has a display on it, and you can touch and swipe to control the locking, lights, pre-ventilation, and check fuel range.

Only thing is, this makes the key nearly as big as a phone. But not quite, so the display is pokey. Which only adds to the sense of sad redundancy, because all these functions are controllable via a BMW app on your phone itself, at any distance from the car via the internet. So the key has taken on physical and functional bloat. Its actual role in life has evolved: to impress your friends the first time they see it. But very probably not thereafter.

From the key to the whole engine. It is possible to overdo that too – to have too much power. At least if that power is in the wrong car. The Mercedes-AMG SL65's engine has evolved way beyond mere conversion of fuel to speed. Or indeed of stirring up the joys of V12 sounds. In doing those things, it's actually hampered by its own comical over-endowment. Via six litres of volume and two turbos, it makes 630bhp. In an aluminium-bodied roadster, you'd expect those figures to give blinding performance. But the 0–62mph time lags behind a 911 with 200 fewer horses. It just can't muster the traction. Even at pretty substantial speeds, the ESP light flickers like a Roman candle. Shut off the traction control, and the V12 is a complicated way to turn combustion of petrol into combustion of tyres. This engine has evolved beyond its intended purpose into a piece of plumage. A sort of mechanical codpiece.

But there's always someone who wants a bigger cod. For them, Brabus does an 800bhp version. If Janie's shoes are just to get her to the bar, this engine will get you no further than the tyre fitter's.

PHOTO: GETTY



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*Compared to Cooper Zeon 2XS

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STORIES FROM OUR WEIRD WORLD

PLANET

TOPGEAR

EDITED BY DAN READ



“For a few months in 1970,
he pretty much lost the plot”

THE DIFFICULT MAKING OF LE MANS **TURN OVER**

MY OTHER CAR IS... p48

An Aston speedboat, fit for Bond

TOPGEAR ARCHIVE p54

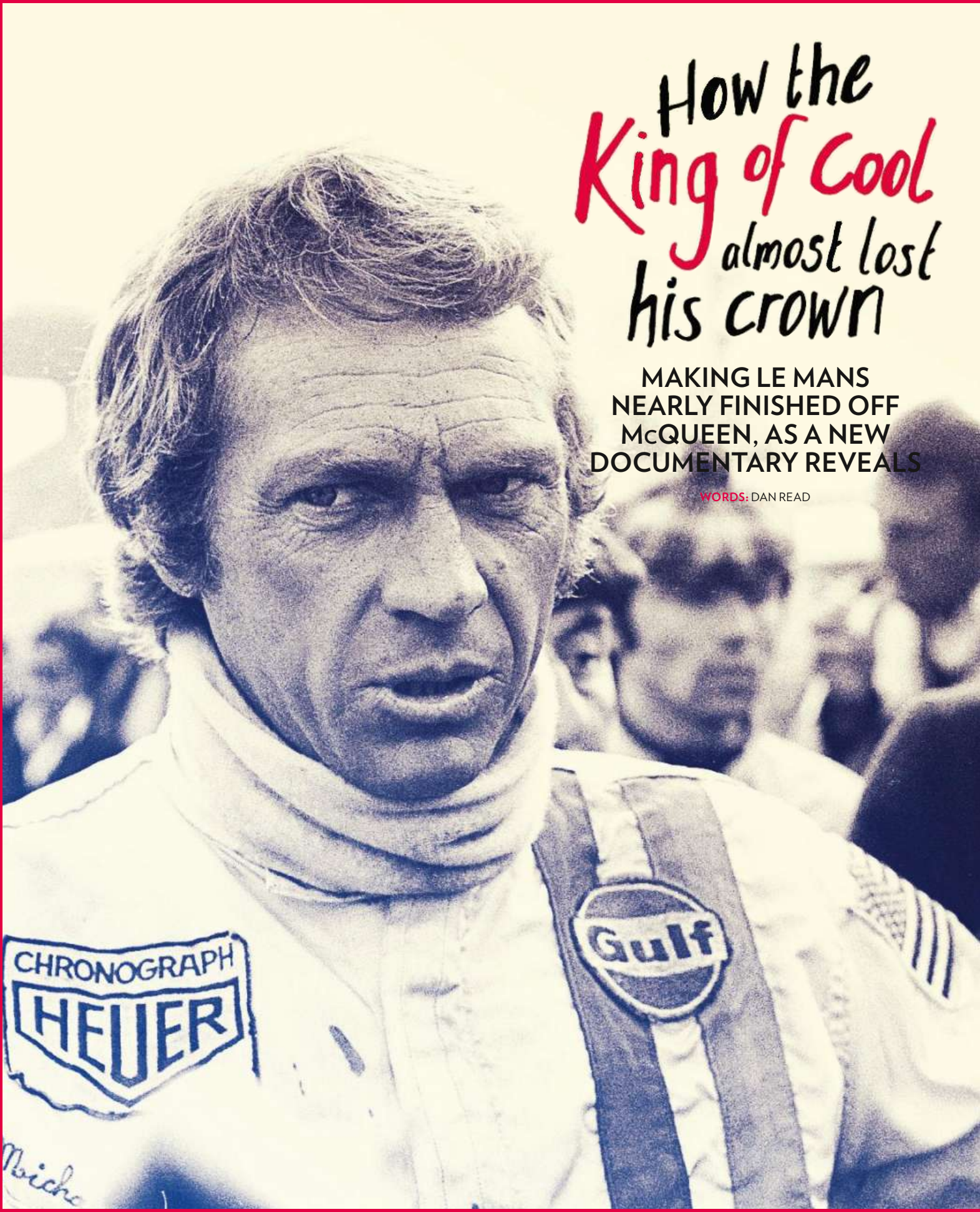
An entire seaport full of Love Bugs

PUB AMMO p58

Newsflash: Chevrolet wasn't American!

OPTIONS LIST p61

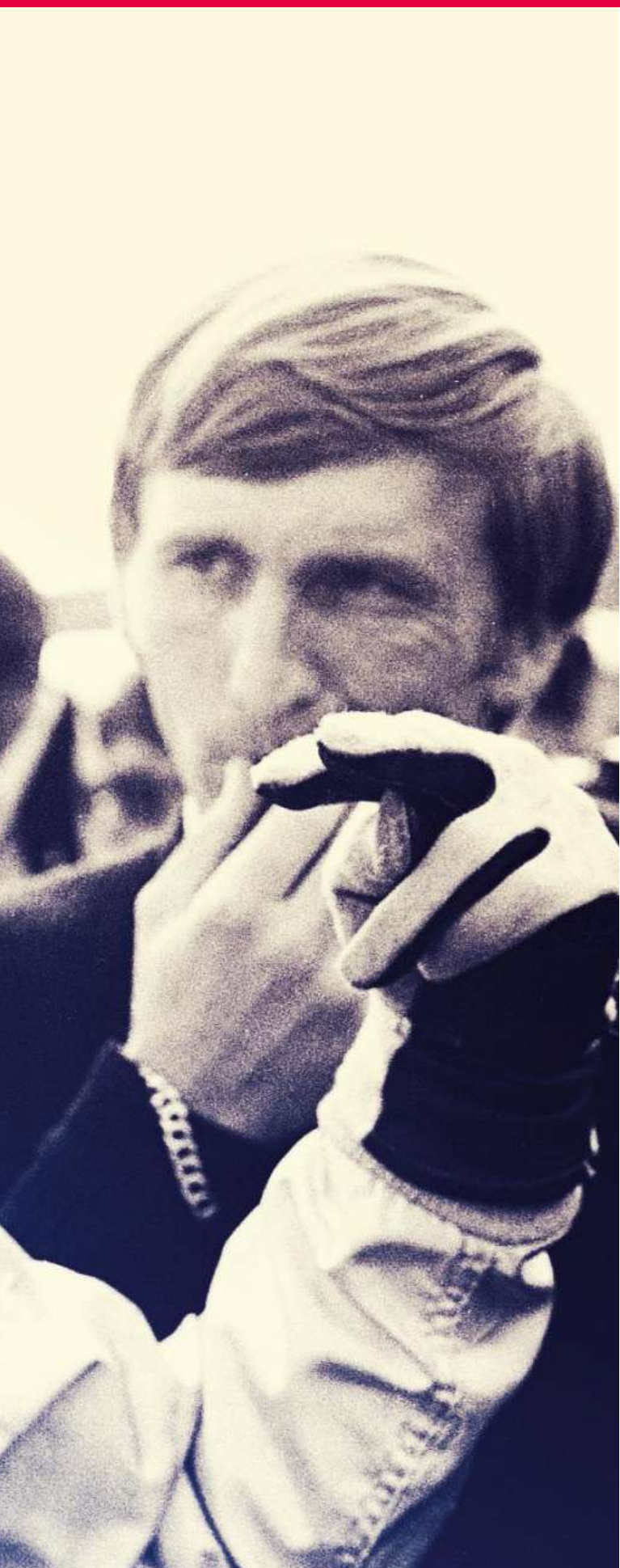
The cheapest new Land Rover in the world



How the *King of Cool* almost lost his crown

MAKING LE MANS
NEARLY FINISHED OFF
McQUEEN, AS A NEW
DOCUMENTARY REVEALS

WORDS: DAN READ



“He was not Hercules, he was Icarus. Steve wanted to fly so high, but he couldn’t tell when the wax left his wings.”

These are the words of John Klawitter, the on-set documentary maker during Steve McQueen’s 1971 classic race flick *Le Mans*. It’s a rather metaphoric description of a Hollywood hero who, for a few months in 1970, pretty much lost the plot.

In fact *Le Mans* didn’t have much of a plot at all, and that was the problem. McQueen was so obsessed with capturing cars and the sweaty realism of racing that he neglected the storyline almost completely. For him, motor racing wasn’t merely a competition, but a full-contact blood sport, and he insisted on filming the battle at full racing speed.

So the cars took precedence over any meaningful narrative and – as they shot reel after reel of action, using pioneering rigs and techniques to provide a level of authenticity motorsport had never received on screen – the production quickly ran over time and over budget. Although filming had begun during the real 24 Hours race in June of 1970, it ultimately continued well into November, when the crew were forced to paint the leaves green so it still resembled summertime.

Yet despite the presence of Klawitter’s behind-the-scenes film crew, many stories never escaped the set, and the real drama has never really been told. Until now. Indeed, Klawitter didn’t make that Icarus comment in his own documentary, but in a new one, *Steve McQueen: The Man & Le Mans*, which opens in cinemas this November.

It’s said that more than a million feet of film was shot during the making of *Le Mans*, most of which mysteriously disappeared. But thanks to the efforts of directors Gabriel Clarke and John McKenna, much of it



Below: McQueen with long-suffering wife, Neile. "He wanted to leave his scratch marks on the history of film making," she says. Unfortunately scratch marks became the problem, though they were inflicted on each other, when – during filming of *Le Mans* – both admitted to having flings, although his tally was higher...



PLANET / McQUEEN & LE MANS

"The things that made him so difficult to be around made him irritatingly attractive"



has been unearthed. They soon realised that the footage included unseen rushes from the camera car that entered the 24 Hours of Le Mans race itself. Bingo.

But as well as the onboard stuff, this treasure trove of material sheds new light on the making of the movie, backed up

by contributions and anecdotes from those closest to it.

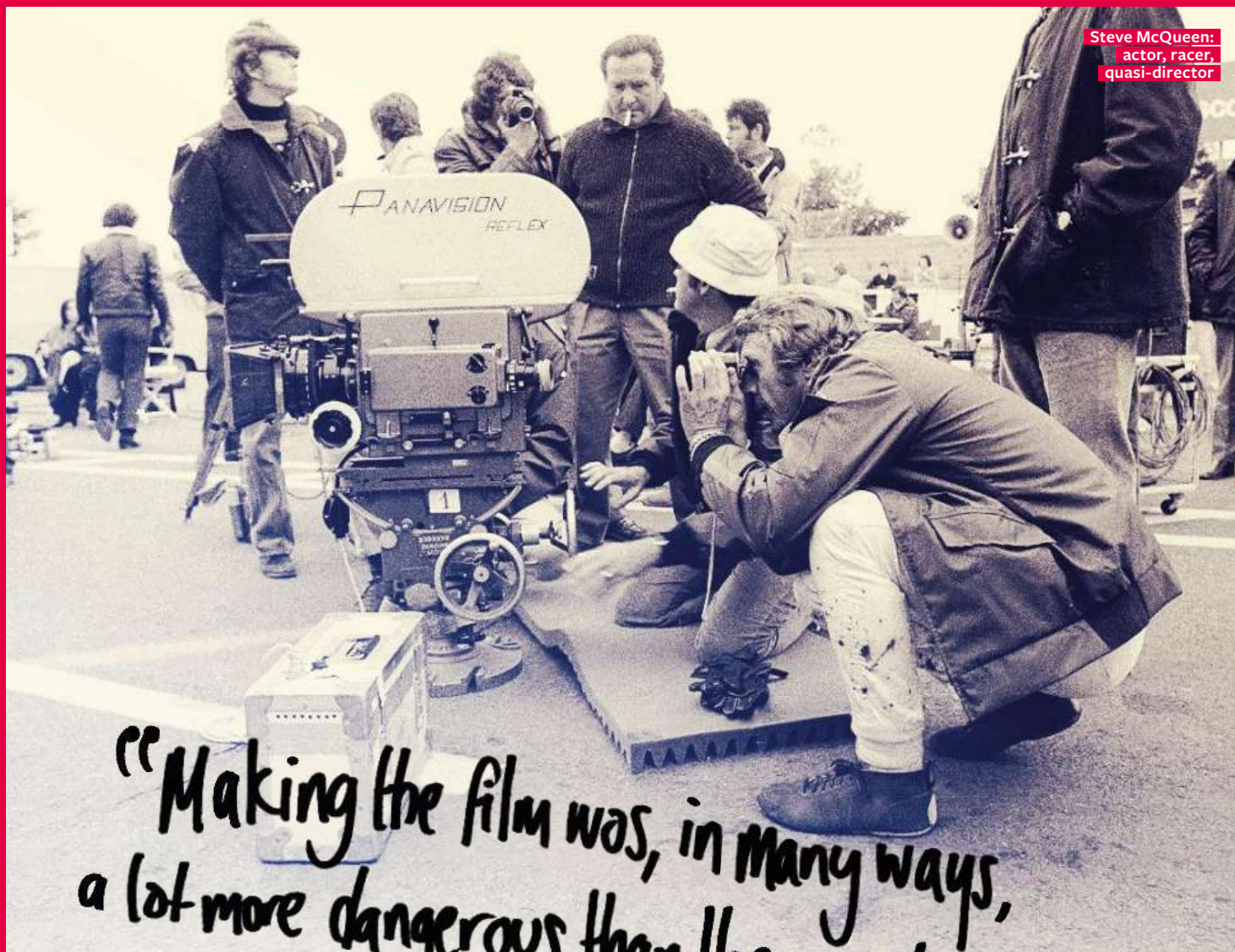
"The making of the film was, in many ways, a lot more dangerous than the race itself," says Derek Bell, five-time winner of the famous 24-hour race and part of McQueen's on-screen driving crew. Yet despite being a sports car veteran, it was only when Bell was pretending to race that he suffered his worst accident, when his car caught fire on location. He escaped, but suffered nasty burns to his face. Another British driver, David Piper, lost half a leg in a crash during filming. McQueen himself suffered only emotional damage, but that was arguably harder to stomach in the long run.

It cost him his marriage (despite his wife being on set, he was a hopeless adulterer, and according to one contributor, "his trailer was never empty"). It cost him his reputation as a big-time producer, especially when the movie was ultimately misunderstood and poorly reviewed by critics. Some say it ultimately cost him his enthusiasm for making films, and that he never returned to his Sixties magnificence (*Bullitt* and *The Thomas Crown Affair* both came before *Le Mans*).

Most of all, it endangered his reputation as the undisputed King of Cool. Almost. But some would argue that the very things that made him so difficult to be around were the same things that made him so irritatingly attractive. So what if he was moody, detached, bloody-minded and determined? Suck it up.

But there was also a darker side. Midway through filming, McQueen discovered he was on Charles Manson's notorious hitlist of celebrities and ordered his lawyer to dispatch a gun to France in case he ever needed to protect himself and his family – including son Chad, who was there throughout. Here, then,

Steve McQueen:
actor, racer,
quasi-director



"Making the film was, in many ways,
a lot more dangerous than the race itself"



Above: another day, another director. McQueen talks to Lee H Katzin (wearing his trademark bucket hat), who arrived in France to take over from original director John Sturges, who quit the production after rows with McQueen. Below right: Chad McQueen, Steve's son, revisits Le Mans



was a man in turmoil, fighting not only his own demons but those of others. The growing sense of fear and paranoia can't have helped a global celeb who, after all, only wanted to make a classy car flick unlike any other.

This is reinforced by ghostly voiceovers by McQueen, from previously unheard recordings in which he expresses no regrets at battling the traditional Hollywood formula. Combined with the seriously special archive footage, which is sure to appeal to *TopGear* types, it actually tells a far more interesting story than the film itself. But as McQueen would point out, it was never supposed to be a fairytale. And it certainly didn't end like one.

STEVE McQUEEN: THE MAN & LE MANS

IN CINEMAS FROM 20 NOVEMBER





Official government fuel consumption figures in mpg (litres per 100km) for the new GLE range: urban 17.9(15.8)-42.8(6.6), extra urban 29.1(9.7)-51.4(5.5), combined 23.7(11.9)-76.4(3.7). CO₂ emissions 278-84 g/km. Official EU-regulated test data are provided for comparison purposes and actual performance will depend on driving style, road conditions and other non-technical factors. The new Mercedes-AMG GLE 63 S 4MATIC Coupé range starts from £96,555 on-the-road. Model featured is the new Mercedes-AMG GLE 63 S 4MATIC Coupé at £100,745 on-the-road with optional Premium Package at £3,295 and Night Package at £895 (on-the-road price includes VAT, delivery, 12 months' Road Fund Licence, number plates, first registration fee and fuel). Some combinations of features/options may not be available. Please contact your local Retailer for availability. Prices correct at time of print (09/15).

The new Mercedes-AMG GLE 63 Coupé.

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OUR MYSTERIOUS AGONY UNCLE TRIES TO SOLVE YOUR DILEMMAS. SORRY IF HE GETS A BIT GRUMPY

PLANET / ASK UNCLE TOPGEAR

Dear Uncle TG

Help! My Seat Alhambra is making a funny noise.

Pete, by email

Sounds great. My car only makes very serious noises and, frankly, it's rather boring, especially if you get it started on modern architecture.

Dear Uncle TG

Is there any advantage to wearing driving gloves?

JH, Hereford

Yes, they have the advantage of letting other motorists know that you are a crashing bore and should not be invited to their house.

Dear Uncle TG

What on earth is a Mazda Bongo Friendee? I saw one the other day. It looks like a sort-of van.

Jay, by email

It is indeed a sort-of van, but it is named after an obscure Japanese sexual practice for which you will need a lettuce, two plastic beakers, a wide-brimmed hat and A LOT of clingfilm. Also, a consenting monkey.

Dear Uncle TG

I'm going on holiday soon. Do you know anything about airport parking?

Dion, by email

Why do you need to park your airport? Are you suggesting that, at present, your airport is driving about the place?



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**New Prius designer
admits having the sun
in their eyes at work**



This sounds terrifying and not a little inconvenient for pilots.

Dear Uncle TG

OMG, which nutter designed the new Toyota Prius?!

Biz, by email

More worryingly, where are they now and what sharp things do they have access to?

Dear Uncle TG

I've read a few times that a Formula One car makes so much downforce it could drive upside-down on the roof of a tunnel. Settle this once and for all - could a Formula One driver actually do this?

Harry, by email

In theory, yes. In reality, no, because it would be too interesting.

Dear Uncle TG

My neighbour buys a new car every two years whereas I favour buying one well-made car and using it until running repairs cease to be economical, some 12 to 15 years down the line, at which point the machine is scrapped. To my mind, this is a far more sensible approach and much less wasteful.

Cyril, Abingdon

You sound like my great uncle Trellius, a frugal man who ran a Wolseley 1800 for over 20 years before finally having it crushed. The fateful day was a surprise to all of us, not least my great aunt Phyllidia, who was in the car at the time.

MY OTHER CAR IS...

AN ASTON MARTIN AM37

A BOAT FIT FOR BOND, JUST IN TIME FOR SPECTRE

TG TOP FACT

The AM37 comes with optional bow jet thrusters, which allow you to move sideways and nudge up to the jetty in smooth, secret-agent fashion. You could also have a joystick controller, although we'd stick with the deep-dish steering wheel

SPEC SHEET



ENGINE

2x Mercury petrol engines

POWER

1040bhp total

TOP SPEED

52 knots
(60mph approx)

PROPULSION

2 x counter-rotating propellers

HULL

Epoxy resin with carbon-fibre support

LENGTH

37ft

Aston makes boats now?

Well, sort of. This creation is actually a partnership with Dutch mariners Quintessence Yachts, makers of speedboats for the super-rich, although the AM37 will be built in Britain.

Is it quick?

With a couple of 8.6-litre V8 Mercury engines making 520bhp each, you will certainly outpace most rubber dinghies. Make no mistake, this is a proper powerboat with serious muscle.

But it only goes 60mph...

Remember that speed on water feels twice as fast as speed on land. And that the sea has a habit of creating waves, which act like ramps... ramps you'll hit at the equivalent of 120mph.

Can it take a battering?

The V-hull is made from epoxy resin – the same stuff offshore racing boats use – and reinforced with carbon fibre. It also has a stepped design, to reduce friction as it skims along.

What about gadgets?

There's an electrically controlled anchor, a fridge and a coffee machine, which can be controlled remotely via an app. So you can order your espresso while en route to the marina.

What else?

When unattended, the cockpit is covered by carbon panels. Blip the key and they slide under the rear deck, which itself retracts – becoming a diving platform complete with swimming ladder.

RIVALS: SHIP SHAPE

EVERYONE LOVES A LITTLE MOTORBOATING



1. Toybota

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PLANET TG / #009

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Pat Devereux

A VOICE OF REASON IN THE LAND OF THE FREE
PART 16: FEARS

PLANET / ONLY IN AMERICA

What are some of the top fears of American motorists? Can't speak for all of them, but Ford did a study earlier this year among Millennials (23-34) and Generation Zers (16-22) and the results are quite, um, interesting. **So? Hit me with the results.**

A prophetic choice of words. The top fear, clocking in at 88 per cent of those questioned, is being crashed into by another motorist driving dangerously. That might sound obvious, but it starts to get more complex when you hear the other answers. The second highest worry, which has been outspoken America's greatest fear for years, is public speaking, at 75 per cent. Then, in a somewhat astonishing third place, is death itself.

What? One per cent more people are scared of saying something to a crowd than dying?

Yes, I know. But what's even crazier is that 13 per cent are more scared of being hit by a car while in their own car than dying. No wonder the carmakers are worried that fewer people are going to buy a car in the future. With those kind of statistics, that's a dead – and I use the word advisedly – certainty. Every car is a Terminator on four wheels to these guys.

Any other fears included on the survey?

Spiders (69 per cent) and snakes (also 69 per cent) round out the top five. There is no mention of Xbox confiscation, Snapchat hacking or losing wifi. But you can be sure they are in there somewhere, too.

Why are they so scared of dangerous drivers?

Probably because they are driving dangerously, too. Thirty per cent of the study say they post to Twitter "all the time". Twenty-seven per cent say they think they can "safely shoot videos while driving". And 22 per cent access their social media while driving, as they are addicted to chat. All of which are bad enough, but when

you add in the facts from another study which shows that humans have an average attention span one second shorter (eight seconds) than a goldfish, it's a wonder any of them could focus long enough to answer the questions.

What are their specific fears?

Top worry is driving in low visibility. That's followed by driving on icy or snowy roads, reversing onto a busy street, monitoring blind spots, getting lost, parallel parking and, finally, drifting out of lane. While the first couple are understandable, if showing a lack of adventure, the last one is clearly all to do with their mobile-phone addiction and nothing to do with the car.

"The top fear is being crashed into by another motorist..."

I see that the 'don't expect me to resist temptation but I'll sue you when I give in' mindset is still present in the next generation.

Yes it is. There is no hint of irony in their answers. But the other side of that view is that these people are very keen to get a car that, rather than penalise them for their tragic driving habits, supports them and helps stop accidents instead. Again, the telling fact is not in the first couple of answers, where people say they want help with parallel parking and monitoring blind spots. It's in the third – more than half say they would be as comfortable or more comfortable in an autonomous vehicle. In other words, they prefer texting to driving.

So what features do they want on their cars?

It's not a V8 and a loud exhaust anymore. Top of the tree for this bunch is collision-prevention technology, presumably so they can continue their furious and futile social-media posting while getting somewhere and then having nothing to say because they've already said it. Next up is driving assistance, which is just more of the same. It's a wonder these guys buy cars at all.

Why not just open an Uber account and have someone drive them instead?

That's the obvious next step for most of them. Especially as fully autonomous vehicles are still 15-20 years away from a full roll-out. And let them do that. Taking all those selfie text tubers off the road will make the roads a much safer place for the rest of us.



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TRANSALPINA ROAD (DN67C)

ROMANIA

WHICH BIT?

All of it. From Sebes through to Novaci

I STILL CAN'T FIND IT...

Bash this into your satnav: 45.290340, 23.689281

WHEN SHOULD I GO?

Bits of it are closed come winter, so wait till summer.

WHAT CAR SHOULD I TAKE?

The last of the non-turbo'd 911 Carreras...



I APPEAR TO HAVE CRASHED...

Not at its 7,000ft peak, we hope. Dial 112



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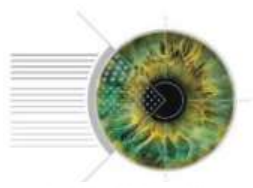
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...and in other NEWS

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ON ONE HANDY PAGE!

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RESEMBLANCE
TO REAL-LIFE
EVENTS IS
ENTIRELY
DELIBERATE



PLANET TG / #09

RACE REPLICAS

Vettel and Hamilton waxworks appear on Singaporean TV ahead of GP. Post-race interviews prove stiffer than ever



SEEING RED

Residents of Beverley, East Yorkshire, complain after council installs 42 sets of traffic lights at a single junction



DEEP TROUBLE

Owner leaves Audi, windows open, in what he thinks is a safe place on a beach. Car becomes slightly damp due to tide



POOCHING AROUND

Cumbrian couple teach their Bedlington Terrier, Barry, to drive a small electric car. He was soon collared by police



FARE DODGER

Canadian man fits car with sliding numberplate to avoid tolls. Also saves on parking costs, when car confiscated



"There are varying degrees of hugs. I can hug you nicely, I can hug you tightly, I can hug you like a bear, I can really hug you."

General Motors has refused Fiat Chrysler CEO Sergio Marchionne's advances, but he hasn't given up hope of a merger

"I can take echoes of a fake car and put them at any location I want. And I can do the same with a pedestrian or a wall."

Self-driving cars can be fooled into avoiding phantom objects, says researcher Jonathan Petit



"I have a wet bum and it smells like petrol."

According to his team radio at the Italian GP, Nico Hülkenberg has either a) a very dubious diet, or b) a slightly leaky Force India



PLAYTIME

Texas college student loses driver's licence, so takes to driving around campus in a Barbie 4x4 she bought for \$60



BULL FIGHT

Man punches Lambo, causing \$20k worth of damage, after being told by owner to stop lying on top of it for a photo



GREAT ESCAPE

Two Russian five-year-olds dig their way out of nursery and walk to Jag dealership to look at "proper cars"



WE ARE AMUSED

Bentley reserves the first ever Bentayga SUV for the Queen, who drove a prototype and gave it royal approval



STAR IN AN UNREASONABLY PRICED CAR

This month:
Mark Webber

Car: Porsche 918 Spyder

Verdict: He already has many 911s, but now Webber's added a 918 to his garage – number 605 of 918 made. The livery? A homage to the Le Mans-winning Salzburg 917

XBOX ONE EXCLUSIVE



FORZA | 6
MOTORSPORT

THIS IS WHAT WE'VE
BEEN RACING TOWARD



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Studios



XBOX ONE

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FINEST STORIES,
RESCUED FROM
THE DUSTY
CORNERS OF
OUR VAULT



PLANET / #020

From the TG archive

HOW TO GET YOUR BEST-
SELLER AROUND THE WORLD

WORDS: DAN READ IMAGE: VOLKSWAGEN AG

1. WHO

Some dockers

2. WHAT

Loading VWs

3. WHERE

Emden, Germany

4. WHEN

The late Sixties



n 17 February 1972, Volkswagen sold its 15,007,034th Beetle. The company could now claim the world

record for the most-produced single make of car in history, overtaking Henry Ford's Model T. By 1973, total production was over 16 million, and by the time the last German-built Beetle left the assembly line on 19 January 1978, nearly 20 million had been flogged around the world.

It was so successful that, a few years earlier, Volkswagen built a dedicated Beetle factory right on a seaport, so cars could be ferried

around the world – especially to America, where demand for the old Bug was especially strong. That factory was in the north German town of Emden, which became just one landmark in VW's worldwide empire – albeit one with its own ferry terminal. At the time it was the firm's fifth factory in Germany, a number that has now grown to 20, and that's before you count other factories around the globe.

Today, in Europe alone, VW employs 105 road haulage firms, 15 shipping lines and eight rail providers, the latter of which run over 35 dedicated trains between the plants of the Volkswagen Group every day.

The Emden factory has switched to making another volume seller, the Passat, which rolls off the line and straight onto the boat. In fact, cars from all VW Group brands – Audi, Seat and Skoda, etc. – pass through the port on their way in or out of Europe. Every year, 800 ships, 100,000 rail cars and 50,000 trucks visit the port to deliver or collect vehicles. About 6,000 vehicles pass through the port every working day and, all in all, some 1.2 million vehicles are exported or imported via Emden every single year, and the figure is growing...

→ NEXT MONTH: THE FIRST SELF-DRIVING CAR

Blink & you'll buy it



THIS MONTH'S TOP LOT

Aston Martin DBS V8 by Ogle Design

Engine: 5340cc V8

Year: 1971

When: 14 October,
H&H Classics

Estimate: £100k-£120k

Ogle's Aston DBS is surely a contender for the least Aston-y looking Aston of all time. The coachbuilder made three under the stewardship of Tom Karen, who would later co-design the Raleigh Chopper and Reliant Scimitar GTE. This one – the 'Sotheby Special' – debuted at the 1972 Montreal Motor Show, before being hidden away in a barn for four decades – hence the patina.

To the DBS's rolling chassis Ogle added wedgy fibreglass bodywork and a Perspex glass-house. Inside there was room for three, with the third passenger sitting side-saddle behind the front seats. The rear lights, of which there were many, were hidden behind a single sheet of stainless steel with 22 holes in it.



PHOTOS: H&H CLASSICS LTD



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MICHELIN **VS** THE WORLD

After over 40 years and more than 250 outright victories, how does Michelin stay ahead of the World Rally Championship field?



COLD, WET MUD
LTX Force S4 tyre suits wet or damp dirty conditions, just like those on Wales Rally GB

WARM GRAVEL
Michelin LTX Force H4 for use in temperatures above 15°C, perfect for Rally Mexico



T

wo years ago, the FIA – the people who govern international motorsport – introduced a new tyre regulation to the World Rally Championship. Their objective was clear: control costs and improve safety. The solution was simple: reduce tyre choice at every rally to just a hard or soft option. For Michelin, this new initiative

made total sense. The French tyre firm has won 48 WRC titles and understands the remarkable R&D potential of top level rallying, but while motorsport is a proud part of Michelin's heritage, there has always been a road-going reason to be involved.

"Testing and developing tyres at the pace that teams in the WRC demand is a huge commitment," explains Tim Hoare, Michelin's Motorsport Manager in the UK and Ireland.

"For Michelin, supplying the leading manufacturer teams provides us with a crucial opportunity to use the series as a laboratory to accelerate tyre development and innovation. As a result, the connection between our competition tyres and our road tyres is absolute."

Like the size of them, for example. The new regulations fixed gravel spec rubber at 15 inches and tarmac tyres at 18, two of the most popular wheel and tyre sizes on road cars. "In

addition," continues Hoare, "the new rules demanded that our tyres should last much longer than competition tyres traditionally do. So, we needed to produce tyres that would be quick, durable and capable of handling all conditions on any given rally."

It's a race-to-road link that fits perfectly into Michelin's commitment to the pursuit of Total Performance in every tyre it produces – but is most definitely not a case of 'one size fits all'. The World



DRY TARMAC
Pilot Sport H2, the
perfect choice for high-
speed asphalt rallies
such as **Tour de Corse**

SNOW & ICE
Michelin Pilot Alpin &
X-Ice North, with or
without studs, as used
in **Sweden**

Rally Championship takes in 13 events between January and November and tests the drivers on every conceivable surface, in all types of weather. From the dust and heat of Mexico to the snow and ice of Sweden; hot, grippy asphalt in Corsica to the muddy, wet stages of Wales Rally GB, it's a huge test of Michelin's technical innovation because there is still the need for different compounds and tread patterns, depending on the type of event. "Having that direct development

link from track to street is the key," continues Tim Hoare. "Our tarmac-spec rally tyre, for example, is a highly developed version of our high performance Pilot Sport Cup 2 tyre. We also have new gravel spec tyres under development, so nothing stands still"

And as Michelin clinched a 25th Manufacturer's World Rally title, that has to be the clearest proof possible of its continuing commitment to Total Performance for all of us.

+ LOCAL HERO

The WRC may be the most prestigious rally series in the world, but Michelin's reputation reaches right across the sport. The **Irish Tarmac Championship**, for example, is one of rallying's most famous proving grounds and many of the greatest names in the sport have taken on the challenges of Ireland's infamous roads. This year, Donegal's **Donagh Kelly** wrapped up the title in his **Ford Focus WRC** by mid-August and he did it using **Michelin**, the tyres he chooses to give him that extra competitive edge.



+ THE LITTLE & LARGE SHOW

Is this the greatest showdown in Michelin's competition history?

Last month, Michelin took on one of its biggest challenges ever (although you might argue it was actually one of the smallest)! Deep in a Cumbrian forest, M-Sport WRC driver, **Ott Tanak**, put his **M-Sport Fiesta RSWRC** to the test against a **1/8th scale**, nitro-powered model of his **M-Sport Fiesta RSWRC**. To find out which of the two is quickest in this unique challenge, watch the **EXCLUSIVE** video at topgearadcomp/michelin



WIN

EXCLUSIVE WRC PACKAGE

Top Gear has **two VIP places** up for grabs with M-Sport on next month's **Wales Rally GB**! This fabulous prize includes **tickets** to watch final day action, **overnight accommodation** and a unique chance to go **behind the scenes** as M-Sport drivers, **Elfyn Evans** and **Ott Tanak**, challenge for victory on the final round of the 2015 World Rally Championship. Enter now at:

topgearadcomp.com/michelin/

Pub Ammo

PLANET / PUB AMMO

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ARSENAL OF
INFORMATION
WARNING:
MAY CONTAIN
POINTLESS
FACTS



BUM NOTES

The geometric, swirly and Magic Eye-style patterns on bus and train seats might look dreadful, but they're designed that way to hide stains caused by leaky commuters, and to disguise wear and tear. In other words, they're horrible to look at in order to hide how horrible they actually are.

LAND OF THE FREE

It might seem as American as deep-fried turkey, but Chevrolet was actually founded by a Swiss racing driver of French descent. Louis Chevrolet moved to America where he co-founded the company in 1911 with ousted GM boss William Durant. Some say the Chevy bow tie logo is actually a modified Swiss Cross in honour of Chevrolet's homeland.



NOISE POLLUTION

Authorities in the London borough of Kensington and Chelsea are planning to make it a criminal offence for drivers to rev their engines, rapidly accelerate or play loud music. The Public Spaces Protection Order will also ban driving in convoy, racing, sounding the horn, leaving the engine running while stationary or performing stunts.



SPACE JUNK

The astronomer Clyde Tombaugh made his first telescope in 1928, using the crankshaft from his father's old Buick and some parts from a cream separator. With it, he made detailed observations of Jupiter and Mars, which landed him a job at the Lowell Observatory, where two years later he discovered Pluto.



THE TG RANDOM NUMBER GENERATOR!

1.4
million

cars recalled by Fiat Chrysler after
one Jeep was hacked

2 hours,
37 minutes

The average time it takes
for children to start arguing
on long car journeys

84

LEDs in each of the 2016
Merc E-Class's headlights

£843

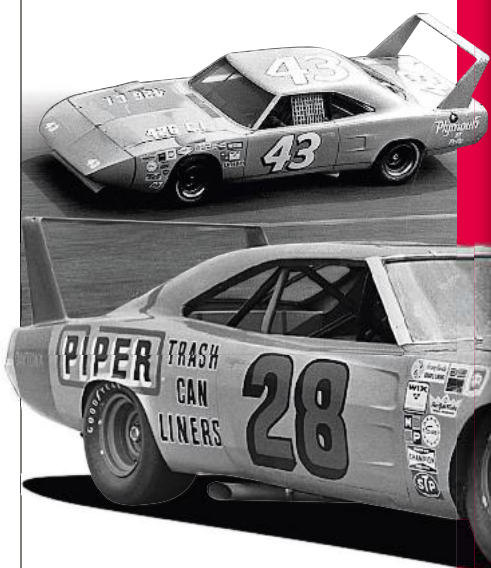
Spent, on average, by young
Brits on their first car

8.1 inches

The world's lowest limbo, achieved
by Shemika Charles when she
shimmied under her Dodge Nitro

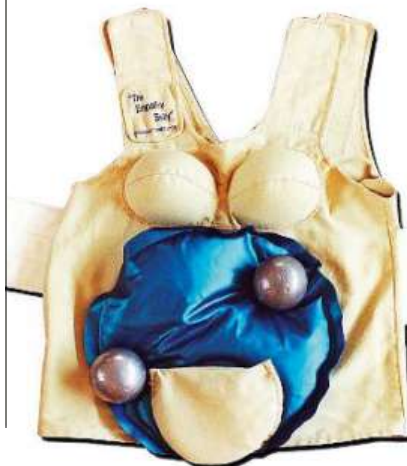
SPOILER ALERT

Of all the Sixties and Seventies NASCAR
creations, the most cartoonish were the
Dodge Charger Daytona and its sibling,
the Plymouth Road Runner Superbird.
Together they were known as the 'winged
warriors', due to their hockey-goal rear
spoilers. But while they might have looked
very dramatic, the enormous wings actually
had very little aerodynamic effect, and the
only reason they were so tall was so the
trunks on the production models could
swing open beneath them.



MUM'S THE WORD

What weighs two stone and comes with
fake breasts? The answer is the 'empathy
belly', a strap-on suit that simulates the
sensation of pregnancy. In theory, it lets
the wearer – male, or female – temporarily
'experience' the physical effects of carrying
a tiny human inside you, and it's used
by engineers to make cars more
accommodating to pregnant women.



Rise of the machines

At the Tesla factory in Fremont, California, the robots
on the assembly line are named after superheroes
from X-Men. There's Wolverine, Xavier, Beast,
Iceman, Storm, Colossus, Vulcan and Havok. Their
installation was part of a two-week retooling period
that involved the following:

65,000

man-hours

342

contractors

1

mile of workstations

200,000sq ft

of epoxy flooring

10

robots

50 tonnes

of material recycled

72 miles

of ethernet cable

12,000

gallons of paint

A HISTORY OF MODERN.

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OUR CHOICE OF THIS MONTH'S TOP-SPEC STUFF

Unfortunately
Not for
Adults

OPTIONS LIST

DEFENDER PEDAL CAR

It was widely believed that the Defender would retire this year, after six decades of national service. But it turns out it's not quite ready to hang up its wellies and will remain on sale for the knockdown price of £10k. For that, you get an aluminium body, an individual chassis number, a personalised plate, spring suspension and working brakes. Inside is an authentically styled dashboard, a horn, leather and a central driving position – a throwback to the original prototype from 1947. The only compromise is that – in order to fit inside – you'll have to be a child of around seven years old. And, due to it being a pedal car, you'll have to provide your own momentum. Which means emissions depend on how many fish fingers you had for lunch. **£10,000; landrover.com**



LUMOS BIKE HELMET

Until someone finds a way to implant brake lights and indicators into the back of a human head, this helmet will have to do. The turn signals are activated by wireless handlebar buttons; the brake lights are triggered by a built-in accelerometer. **£TBC; lumoshelmet.co**



MINIPRESSO

When you're on the road and miles from anywhere, it can be hard to find a good espresso. This portable coffee maker solves that, so long as you have a stove to whip up some boiling water. A few squeezes later, you'll have a 116psi shot of goodness. **£49.99; thefowndry.com**



EXPLORIDE

This two-in-one HUD/dashcam's repertoire includes tyre pressure and telemetry displays (accessed via an OBD II port), music streaming, texts and social media feeds, all projected onto its translucent screen and managed by gesture control. **\$269 plus shipping; exploride.com**

REVIVAL OF A LEGEND

THE NEW **C9 GT40** POWER RESERVE – 40 PIECE LIMITED EDITION



Few stories set the pulse racing like that of the British developed Ford GT40 that won back-to-back victories at Le Mans in 1968 & 1969. Each of the 40 pieces of this beautiful limited edition automatic watch has a rare and precious piece of metal from the winning car visible beneath museum-grade sapphire crystal. The C9 GT40 – a legend revived.

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WATCHES

High time

BREITLING BATTLE OF BRITAIN NAVITIMER

They were called 'The Few', and for a while they really were outnumbered, doggedly defending our skies against the German Luftwaffe as the nation below looked skywards. For several months in 1940, these young, gutsy RAF aces formed the frontline of our air defences during the Battle of Britain and, by October – after Fighter Command upped aircraft production – they were victorious, causing Hitler to abandon his land invasion plans. This year is the 75th anniversary of the battle, and to honour the occasion Breitling has made a special version of its classic Navitimer, one of the definitive pilot's watches of the 20th century. Yes, it's from Switzerland, a country not famed for its combat contributions, although consider this: Breitling did supply many cockpit chronographs to the RAF from the Thirties onwards, and 10 per cent of sales revenue from these limited-edition watches (just 75 pieces in total) will go to the Royal Air Force Benevolent Fund, which looks after RAF veterans, including the few surviving Few.

From £6,480; breitling.com



WT AUTHOR 1929

↗ The third limited-edition from this British independent – the plan is to release one model a year for 13 years. This one features a cushion case and a Citizen automatic movement. Comes in various colours, on various straps.

From £300; wtauthor.com



CERTINA DS PODIUM BIG SIZE CHRONOGRAPH WRC


↗ It's a big, burly thing, and it needs to be, to survive constant battering on World Rally stages. Certina has timed the WRC for a few years now, and this is the official watch of the championship. £725 approx; certina.com



TISSOT PRS 516

↗ Launched in 1965, the 516 was a tribute to racing cars, and became a driver's classic. Today it has an impressive automatic movement with a 60-hour power reserve, but the car-inspired styling remains – the rotor is shaped like a spoked steering wheel. £1,490; uk.tissotshop.com



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STYLE



Bond's day off

Because you can't wear a tux down the pub

OPTIONS LIST

1

2

3

5

4

1. Blue pea coat. A proper winter warmer, which looks a bit like the one Daniel Craig wore in 2012's *Skyfall*. Pop the collar and pair with a chunky scarf. **£259; eu.suitsupply.com** **2. Dents Truro pigsuede gloves.** Craig also wore a pair of Dents gloves in *Skyfall*. These ones have added Q factor, with touchscreen-compatible pads in the fingertips. **£36; dents.co.uk** **3. Grey trousers.** Because a double agent wouldn't be taken seriously without his trousers on. **£129; eu.suitsupply.com** **4. Brown suede Falconer Chelsea boots.** Autumn wouldn't be the same without some decent boots. These are a classically styled pair from British design hero Paul Smith, complete with signature stripe trim. **£195; paulsmith.co.uk** **5. Snowdon soft square sunglasses.** These are the very same sun specs you'll see on 007's face in *SPECTRE*. We'd like to tell you they're as British as Bond himself, but actually they're designed by an American by the name of Ford, Tom Ford. **\$405; tomford.com**



BLOCK PARTY

It's five years since **Castrol** and **Ken Block** first joined forces and in the five years since, they've achieved an awful lot together



It could be argued that the strength of any partnership can be measured in terms of what the people involved have in common. Shared interests, that sort of thing. When it comes to Castrol and Ken Block – the man who turned car control into performance art – it's fair to say they might have been made for each other.

From the moment Castrol agreed to power Ken Block's 650bhp Ford Fiesta WRC for his *Gymkhana 3* video, it's been as clear as the tyre marks he lays wherever he goes that the American would never settle for anything less the best. Why? Because nobody on earth asks more of their oil than Ken Block.

His famous *Gymkhana* films are among the most viewed online videos ever, with over 200 million *YouTube* views across the seven episodes to date. It's not hard to see why. Block's own brand of brutal automotive ballet plays to every petrolhead's ultimate fantasy, a series of epic driving dramas in which this near-mythical character converts absurd amounts of horsepower into eye-widening stunts, with smoke pouring from every driven wheel as he does it.

All of which puts a bit more stress on an engine – and demands on the oil – than the average commute from home to work. But then, Castrol EDGE with TITANIUM FST™ is Block's oil of choice. Whether it's for his fire-spitting, exhaust-popping, World Rally-spec Fiesta or one of his fearsome prototypes (like the Hoonicorn, pictured right), it's because people like him do what they do that we can all feel confident in the same oil for that journey to the office. In every way, it's all about performance.

And that's something Ken Block and Castrol most definitely have in common.





WIN

A TRIP TO THE CASTROL EDGE KEN BLOCK EXPERIENCE

GET ON THE GRiD

Given the incredible success of his sensational *Gymkhana* videos, it was only logical that Ken Block would want to create the same breathtaking entertainment for a live audience, too. And so, *Gymkhana GRiD* was born...

For 2015, the Californian King of Drift is bringing his event to the Santa Pod drag strip in Northampton (24 - 26 October) and Castrol have created the exclusive **Castrol EDGE Ken Block Experience** (see right).

THE CAR

- Custom-built 1965 Ford Mustang
- The only all-wheel drive Mustang in the world
- 845bhp
- Filled with Castrol EDGE

THE PRIZE

- VIP tickets to the Gymkhana GRiD final
- A three day / two night fully-hosted weekend experience
- A once-in-a-lifetime passenger ride with Ken Block



topgear.com/feeltheedge/

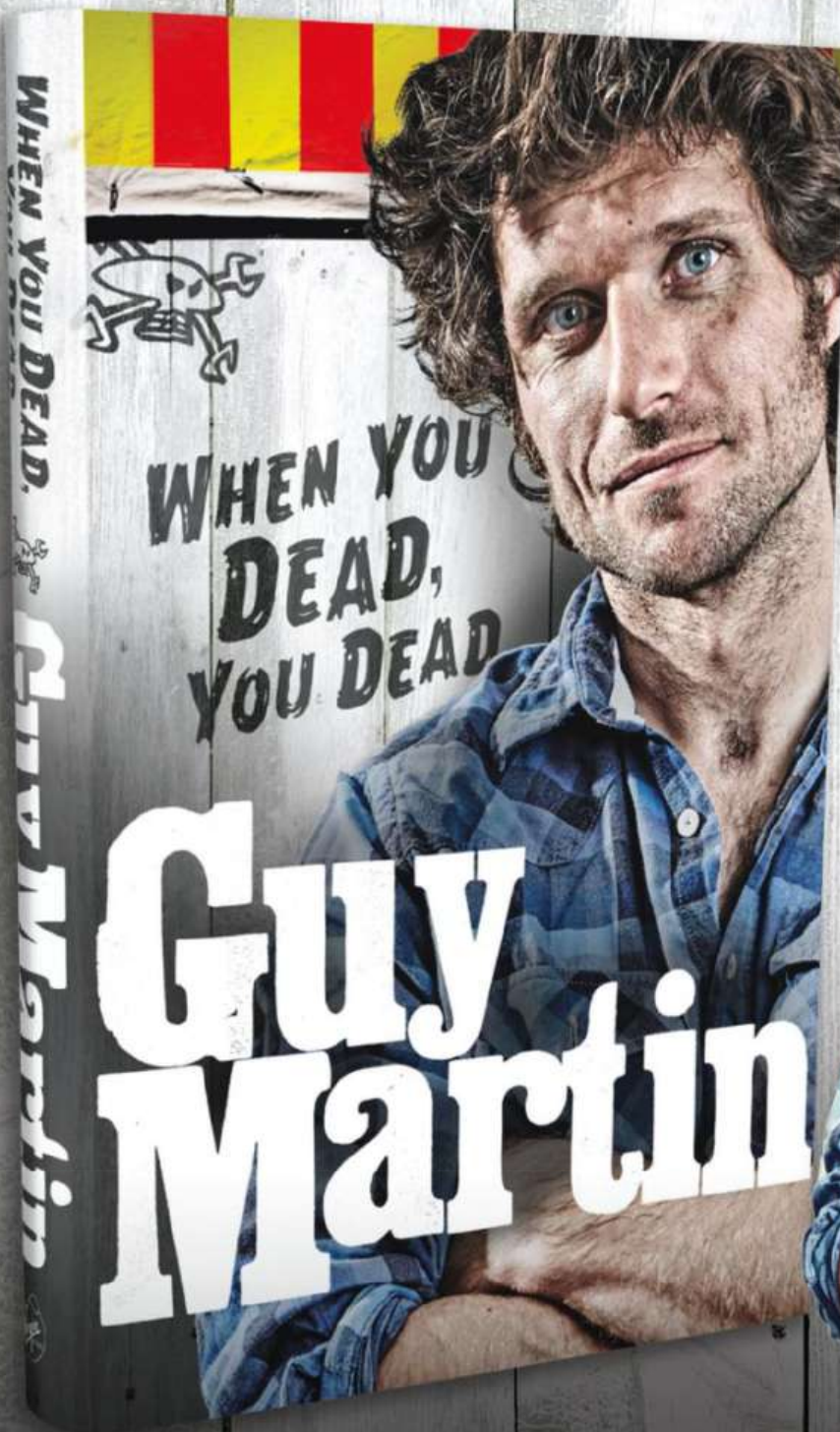
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THE HOONICORN! FIND OUT MORE NOW AT:





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YOU DEAD**

**OUT
22ND
OCTOBER**



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Random House
UK

WHSmith
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EDITED BY OLLIE MARRIAGE

DRIVES

THE CARS THAT MATTER. DRIVEN, TESTED AND RATED THE TOPGEAR WAY



DRIVE OF THE MONTH

Vauxhall Astra

New Astra in not-terrible shock! Hail the griffin! **TURN OVER**



p74

KIA CEE'D

Built to match the Focus. Priced to match it as well



p77

LAND ROVER DEFENDER

Run-out Defender gets green paint and retro



p78

BMW 3-SERIES

318i is gifted 3cyl Mini engine. Hospital pass?



p80

HONDA HR-V

Sensible and solid car from Honda. No surprises



VAUXHALL ASTRA

Hatch. Back.

An all-new dedicated platform ups the stakes BY PAUL HORRELL

F

or all the fuss over mid-size crossovers, the UK sales pop charts show it's still hatchbacks that make the running. Only as it eases into its twilight months is the old Astra being overtaken by the leading crossover, the Nissan Qashqai, while the Focus and Golf remain well ahead. So while new Astra might not be all the buzz on Planet Automobile, it does actually matter.

It's a bit of a step change. More daring in its looks, for a start. But most critically, you get less of it than before: a smaller and critically lighter car, propelled by smaller engines. Yet it's bigger inside, and faster,

and more refined and comfortable and safer – all advantages of a bigger car. But more economical and cheaper, the benefits of smallness.

It all stems from a strategic volte-face. The previous Astra's structure and chassis were designed to cope with the stresses of spin-off vehicles, from the seven-seat Zafira and off-road 4WD Antara to the bigger open-roofed Cascada. This left the actual mid-range hatchback – the one that matters to the most people, as we've seen – handicapped by bloat and mission creep. Such is the danger of accountants over-enthusiastically chasing platform-sharing synergies. This time around, Vauxhall's crossover/MPV replacements

SNAPSHOT

IN DETAIL



Apple CarPlay and Android Auto are on nav system



All-LED option includes active anti-dazzle beam shaping



OnStar buttons call up help. Automatic if airbag triggered

will be mostly handled by a joint venture with Peugeot. Which left the Astra engineers free to clear the decks and concentrate on making... an Astra.

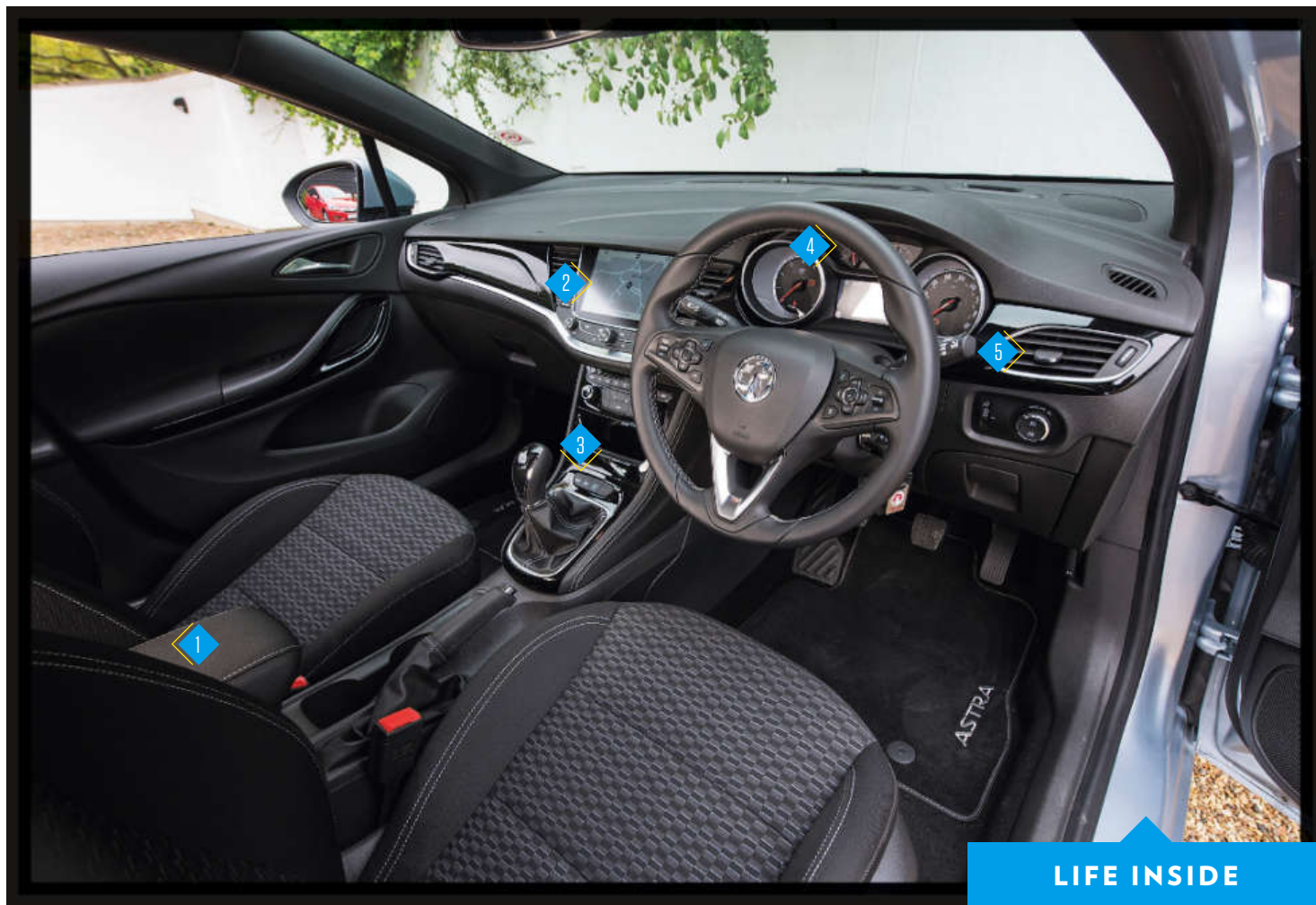
Everything in this all-new platform is designed to do its job, but with no superfluous meat. The body has dropped in weight, and they've also used lighter new engines: the old 2.0 diesel is replaced by a 1.6, and the old 1.4 four-cylinder's job is done by a light triple. With so much less heft on its shoulders, the chassis can be slimmed down too. Net result is about 130kg drop for most Astras, and up to 200kg for that top-power diesel.

Driving it, the shed poundage is obvious from the get-go. The chassis is relaxed yet light on its feet. The engine has the legs of bigger-power rivals because it has less inertia to overcome.

The version with the civilised three-cylinder engine from the Corsa, at 105bhp, gets on well enough but is absurdly over-g geared – blame the official fuel test. It needs a two-and-a-halfth gear. The new 150bhp 1.4 is closely related but with another cylinder. Again it's torquey and mostly lag-free at low revs, and smooth higher up. Its sound is a bit of a monotone, but quiet enough not to matter.

Among the diesels, the 1.6 makes 136bhp and is a fine example of the sort, going about its business effectively and





LIFE INSIDE



remarkably peacefully. If you can endure the social death of 16-inch wheels, that's a 99g/km car. A twin-turbo 160bhp version of that engine is due soon. So is a petrol 200bhp 1.6. All these engines are new to the Astra. (Meanwhile, VXR duties will be covered by the existing three-door 280bhp car for at least the next two years.)

In sorting the suspension, the engineers say they aimed – why wouldn't they? – for the engagement of a Ford Focus with the refinement of a VW Golf. But that's not quite how it feels, because of the weight thing again. It has a sprightliness to its cornering reactions, giving you the sense the anti-roll bars and dampers aren't having to try too hard. It stays well-controlled over

THE RIVAL



FORD FOCUS TITANIUM 1.5T

Slightly – slightly – better to steer, but slower and fussier inside

VERDICT

It's more focused and ready to take on the er, Focus. Good-looking, nimble and well-connected.

7/10

bumpy B-roads and resists understeer in sharp corners. There's not much feel to the steering, but the weight and response is well-enough judged that it's an easy car to thread down a difficult narrow road. The ride tends to the supple rather than the soggy. All in, rather like a less excitable Mazda3. Except quieter – you get little tyre or intrusion noise. Good effort.

From a pebble-dash of buttons in the last Astra, the dash is now a model of clarity. Most functions have been shifted to a touchscreen. This is the way with many cars in this class lately, but the difference is this screen is an excellent one. Rivals' are mostly insensitive, slow-witted, low in resolution, badly organised or all of the above.

Most Astras also get OnStar, GM's connected service with a button that connects you by voice to an actual human who will find you a destination and download it to the nav system, or organise help in all sorts of embarrassments and emergencies. OnStar's big roof antenna gets you a strong signal, and it converts the car into a wifi hotspot with unlimited fast data. To save weight and cost, the back seat has a simple folding mechanism and no recline, and there's a bit of road noise

- 1 Seats are deeply shaped, but lumbar support's a bit overdone. Rear room is fine
- 2 Big screen comes on many models. Is clear and smooth to use, with pinch-to-zoom maps
- 3 SRI has a sport button, but a bit pointless as dampers are fixed and steering weight changes little
- 4 SRI gets driver assist: camera-based lane-keeping and crash warning with auto-braking
- 5 Nothing to complain about in dash design or quality: good materials, well-assembled

there. Give most rear passengers the choice of a slightly plusher seat or uninterrupted use of their tablets, and we all know their answer.

The Astra has moved with the times, even if the words 'Vauxhall hatchback' are nowhere near as on-trend as 'compact crossover'. But even if it's fashionable to have quinoa salad for lunch, most of us actually stick to a ham or cheese sandwich. The Astra is a tasty and fresh one.

SPECS

1399cc, turbo 4cyl, 150bhp, 181lb ft 51.4mpg, 128g/km CO₂ 0–62mph in 7.8secs, 134mph 1278kg £19,595



FORD MUSTANG GT350R

Sweet Stang

Prepare to meet the new king of muscle BY PAT DEVEREUX

I should start by apologising. You are going to want one of these cars when I've finished telling you about it but you won't be able to buy one in the UK. They are not being imported this year or next, so it's a left-hand-drive grey import or nothing. Which is baffling, really, as they are almost purpose-built to appeal to European roads and driving tastes.

The cars in question are the new Mustang GT350 and its genuinely genius brother, the GT350R. Built by the Ford Performance division, these two new Mustang models – they are different enough to be considered separate entities – offer European super-coupe performance for not much more than hot-hatch money.

In the same way that the freakishly good Chevy Camaro Z/28 shreds all preconceptions of what a Detroit-built muscle car can do, the GT350 – but notably the 350R – push the Mustang's



THE RIVAL



CAMARO Z/28
Chevy has carbon brakes and race suspension



Love muscle? Then you'll adore the new Stang. Fact

VERDICT

Regular GT350 is good but GT350R is great. Start writing letters to Ford to make them import it.

8/10

performance limits into Porsche territory. The headline-grabbing fact is the flat-plane crank 5.2-litre V8 engine, which revs to a most un-muscle-car-like 8,250rpm, producing well over 520bhp as it does so.

But for all that high-revving fanfare, that's far from the main feature. The real star is the chassis. With all the right architecture in place following the recent complete redesign – notably the independent rear suspension – the GT350 on its optional MagneRide dampers plus an array of other chassis systems, has a European-style composure and confidence that offers (in R form) supernatural grip and blooded-edge precision.

The standard GT350 is immediately better than the regular Mustang GT with the Performance Pack in almost every way. The gearbox is lighter and crisper to use, the steering sweeter and the ride and handling more supple and more accurate

respectively. But even that is nothing compared with the almighty 350R, which is a new US muscle-car benchmark.

It's not just good – it's freakishly great. It wears carbon wheels – the first production car to have them – which save an incredible 6.8kg per wheel in unsprung mass, so the car turns faster and more surely. On those wheels are some Michelin Cup 2 tyres which, after a couple of dry laps on a track, are almost slick-like in their grip. These two key changes, plus some aero that claims to give the car twice the downforce of a 911 GT3, make it three seconds a lap faster than the standard car, even though the engine is unchanged. And all while making a noise that you could bottle and sell for hard cash.

Is it the best-handling muscle car you can buy right now? Strong suspicion the answer's yes. Is there anything you can do to make it come to the UK? Sorry, but the answer for now is no.



SPECS

5163cc V8, RWD, 526bhp, 429lb ft 20.0mpg, n/a g/km CO₂ 0-62mph in 3.7secs, 180mph 1655kg from \$48,695

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KIA CEE'D

Nee'd to succee'd

Kia's star keeps rising BY STEPHEN DOBIE

The upward trajectory of Kia's image, much like that of Skoda's, is well known. Yet the fact its updated Cee'd (and £500 cheaper 3dr Pro_cee'd), fitted with its fashionable new 1.0-litre turbo 3cyl petrol engine, are priced almost identically to a rival Ford Focus, proves just how far from being a budget option Kias now are.

Style is more of a priority to Cee'd buyers than cost, says Kia. As such this mid-life update doesn't transform the exterior, it merely nips and tucks it. Of most interest here is a new GT Line trim that makes standard Cee'ds better resemble the 201bhp GT version, including its octet of daytime running lights in the bumpers.

Bigger changes take place beneath the skin. Highlights are a new brake-based torque-vectoring system, the introduction of a 7spd twin-clutch paddleshift gearbox on the big diesels and that new 1.0-litre turbo, dubbed Ecoturbo, with 98bhp and 118bhp versions, though they share the same 126lb ft torque figure.

Kia expects them to help return the sales balance of petrols and diesels back to 50:50, and we'd certainly go petrol if the sums worked out. The Ecoturbo is not as characterful as Ford's EcoBoost,



Piped music is not to our taste. But rest of cabin is good news

and it's a little reluctant at low revs. But what it trades in response it makes up for with refinement, and its quiet and smoothness ensure it blends in and does its job with little fuss.

Which sums up the Cee'd in general. Its torque-vectoring system may operate in a similar way to McLaren's, but it naturally does so to keep the Cee'd neat, safe and tidy as opposed to turning it into a hyper-alert supercar. Corner with ambitious speeds and you will just about sense its operation, but let's be honest, no Cee'd buyers will do that sort of thing, and the supple ride and effortless demeanour are far more relevant.

With a classy interior and an updated, simpler-to-use touchscreen, 'effortless' is a word that sums up just about every element of the Cee'd, especially when you consider its seven-year warranty sticks around too. The only thing that jars is an utterly naff new sound symposer on the GT hot hatch, which otherwise remains a slick, supple alternative to a Volkswagen Golf GTI demanding of £4,500 less.

VERDICT

Good enough to fight the Focus and Golf on talent as well as price. One for the shortlist.

7/10



998cc, 3cyl, FWD, 98bhp, 126lb ft 60.1mpg, 109g/km CO₂ 0-62mph in 12.8secs, 115mph 1196kg £17,945



Mercedes A45 AMG

BY OLLIE KEW

All facelifted A-Classes, from the mildly more powerful, better-kitted diesels to the ballistic A45, have optional adaptive dampers. A tacit admission from Mercedes, there, that the original third-gen A-Class rode like a skateboard across a ploughed field.

The really weird thing is, even if you spec them, the differences aren't that marked. The standard car is comfier in, er, Comfort, but you can mildly spoil it with Sport mode. You've got to really concentrate to spot it, though. Surely such ability would be better used – and differentiated – on the 23bhp pokier, all-attack AMG?

Again, nope. Comfort is still rather stiff – approaching Race mode in a Golf R, I'd vouch. But the A45's Sport, Sport Plus and additionally optional Race mode only marginally crank up the harshness. The chameleon character changes of a Golf or Civic Type R just aren't there. The A45 only ever wants a shouting match.

Crikey, does it shift, though. The power gains are less important than the 'box's crisper upshifts and shorter ratios from third to seventh. Four-tenths fall from the claimed 0-62mph. RS3 aside, it'll demolish every hot hatch on a straight, and is tidier than the Audi in corners. Just don't expect a second act if the novelty wears off.

VERDICT: Better gearbox was dearly needed, but chassis modes could've been pushed further.

SPECS

1999cc, 4cyl turbo, FWD, 376bhp, 350lb ft
162g/km CO₂, 40.9mpg
0-62mph in 4.2secs
1555kg
£39,995

7/10

James Anderson

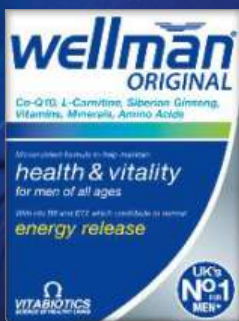
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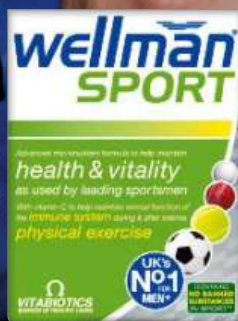
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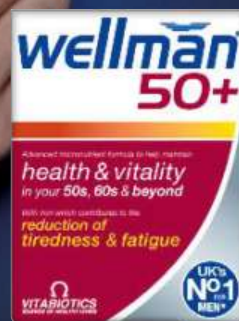
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QUICK TWIN TEST

Skoda Superb *vs* Mercedes E220

The two biggest wagons on sale. Is a Benz really £10k better? **BY OLLIE KEW**



Here are the headlines: the Skoda Superb Estate costs from £19,840 and has the biggest boot of any conventional car (660/1,995 litres). Value? Oh yes. It's almost genius: we love the storage lockers and cute light that doubles as a torch. But why on earth don't the back seats fold flat? D'oh!

BIG IS BOOTIFUL?

Stand down, former bootspace champ, with your pitiful 600/1,855-litre thimble. Thing is, with its boxier rear door, one-touch auto-fold seats, clever floor divider and flat-lying seat backs, the Benz (lack of secret compartments aside) is a mite more versatile. Leccy open/close tailgate standard here.



Outside, the Superb is an imposing machine. Inside, it's an Octavia. Is there anything wrong with that? Well, the ergonomics are tidy, and this SE L model's 8in touchscreen is Skoda's best ever. But it's so dull, so lacking in real flair. Pity.

HOW ARE THINGS UP FRONT?

The Merc is an old-timer now, well into its sixth year on sale but ageing gracefully. This run-out Night Edition is crammed with kit, and its seats support and cosset better than the Skoda's. Only dated-looking buttons let it down.



Decadent. There's kneeroom to shame an S-Class back here. It's enormous. The ride is a dab more hatchback than exec saloon, principally because it's very light: 75kg less than the old Superb, and 260kg below the E-Class. You're not quite as well insulated from a dieselly rasp, either. But the price!

HOW IS LIFE FOR HUMAN CARGO?

Notably less echoey than the Skoda, but hardly cramped. Even this AMG-line E-Class has a piancy to its ride that feels sophisticated – though it's a one-setting set-up, so there's a bit of float over rises that feels a tad boat-like. Still, it's great at soaking up miles. Hence why it's a popular taxi...



This car has the optimal Superb powertrain: most powerful TDI, abetted by the six-speed DSG and front-wheel drive. Slightly more economical on test than the Benz, it's a keen, smooth package, and remarkably agile for its size. We'd like a vRS...

WHICH IS BEST TO DRIVE?

Besides a Sport mode for the seven-speed auto, there are no configurable modes for this ageing exec, which is actually pretty refreshing. The E220 is sluggish even when empty, but remains balanced because of its rear-drive trump card.



VERDICT

FOR Philanthropic value for money. Drives like a car half its size. Inverse snobbery factor off the scale.

AGAINST Bit noisier than a proper exec express, and the seats really should fold flat.

VERDICT We like big boots and we cannot lie.

8/10



FOR Still feels beautifully put together and thought out. Lack of modern 'mode' complication.

AGAINST Poverty-spec engine isn't the sprightliest or the most frugal.

VERDICT Polish beats Skoda's but not by £10k.

7/10



1968cc, 4cyl TD, FWD, 187bhp, 295lb ft | 61.4mpg, 120g/km CO₂
0-62mph in 7.8secs, 145mph | 1500kg | £29,920 (£30,555 as tested)

2143cc, 4cyl TD, RWD, 175bhp, 295lb ft | 56.5mpg, 130g/km CO₂
0-62mph in 8.8secs, 136mph | 1760kg | £39,355 (£42,360 as tested)



LAND ROVER DEFENDER HERITAGE

Last of the line

UK Defender production ends in style BY OLLIE MARRIAGE

Looks great, doesn't it? What with the Grasmere Green paint and steel wheels – proper retro, proper cool. And you forget that underneath this layer of last-of-the-line limited-edition dressing is not some modern Defender with actual road manners and a handbrake that doesn't jab you in the calf.

It is what it is: a new Defender dressed to look like an old Defender, but still, underneath, an old Defender. Land Rover is building three of these run-out specials. There will be 400 of these Heritage versions, 600 Adventures with snorkels and roof racks, plus 100 Autobiographies (a literal Chelsea tractor). The Heritage is available as either a 90 Hard Top or Station Wagon, or a long-wheelbase 110 costing £34,200.

It's pointless comparing this price point with anything normal (in case you're wondering, it's priced about the same as a low-spec Discovery Sport), but when you consider the cow-lined Autobiography costs £61,845, this looks a bargain. You certainly get a lot of metal for your money, although as ever the seven-seat Defender 110 isn't anywhere near as big inside as you expect



It truly is the end of an era. Now is it the Cambrian or Jurassic?



it to be. Instead, the Heritage invites you to admire the Almond cloth, the HUE166 tags that invoke the spirit of the first registered prototype back in March 1948 and unnecessary flimflam such as a sunroof.

People love the Defender. They're drawn to it, they have their own stories to tell. As a result, I now know that the sunroof is prone to leaking and the manual rear windows drop an inch of their own accord until you open the mechanism and tighten it up. An hour after being told that, the rear window did indeed drop.

But you don't care. You just don't. You can't treat this as a rival to a Volvo XC90. It dodders about like the pensioner it is, the ride is appalling unless you throw a tonne of bodies and clobber in and there's clanking from the heavy, oily bits that puts you in mind of Isambard Kingdom Brunel.

And that's why it needs to be celebrated, because when the Defender goes we'll have lost this pointer to where we came from, and we'll really, really miss it. Considering it as a life-proof family wagon? Good on you – so am I.

VERDICT

A Defender, painted to look old. Therefore the coolest pensioner around.

9/10



Range Rover Evoque

BY OLLIE KEW

Did anything need to change to keep the most popular Land Rover ever in buyers' good books? Yes, actually. A more efficient engine for a kick-off, that sounds more Range Rover than Land Rover. The British-built Ingenium 2.0 diesels offer 148bhp or 178bhp – go for the latter, as the tax-friendlier baby is at the mercy of well-ridden bicycles, and the standard manual shift is a rubberfest. Most efficient Land Rover ever, though, so if 109g/km tax dodging is your thing...

The nine-speed auto and stronger diesel much better suits the character of this designer-label hatch. Raspy clatter is really nicely suppressed, and the gearbox is politely mannered, even though nine cogs is overkill.

Cleaner, lighter engines mean Land Rover has retuned the dampers, so while the steering remains super-light, it's a surprisingly keen little car. Ace off-road, composed on it. If the butch new bumpers and LED lights had been joined by a less grainy nav screen, this update could've been a complete home run.

But Land Rover was busy designing up to 14 paint choices and 16 alloy wheel options instead. That's where the money is made, and will help shift the next 450,000 Evoques worldwide.

VERDICT: New engines a big plus. Not cheap, but legitimately owns this market

SPECS

1998cc, 4cyl TD, 178bhp, 317lb ft
55.4mpg, 134g/km CO₂
0-62mph in 9.0secs, 121mph
1690kg
£42,300

8/10

2198cc, 4cyl turbo, AWD, 120bhp, 265lb ft 44.1mpg, 168g/km CO₂ 0-62mph in 17.0secs, 90mph 2041kg £34,200

BMW 318i

Cyli point

Economy drive shoots itself in the foot BY JACK RIX



This downsizing bug is getting way out of hand. BMW has updated the 3-Series and in the process fitted the entry-level 318i with the same 3cyl petrol engine as the Mini Cooper. If we were being generous we'd point out it's a detuned version of the three-pot you'll find in an i8, but we're not. It's the engine from a mid-range Mini. In a BMW 3-Series.

No prizes for guessing that it feels woefully slow – way more sluggish than the 0–62mph in 8.9 seconds figure suggests. There's no zip, no effervescence and frankly no fun to be had from simply planting your right boot. But what it lacks in one area it atones for in others.

It's 12 per cent more efficient than the old 4cyl 318i, for example, returning an entirely commendable 52.3mpg and, when worked gently, it bubbles away quietly under the bonnet. Somewhat ironically, given buyers of the 318i are unlikely to spend their time trail braking and perfecting their Scandi flicks of a weekend, it can really handle when you show it a decent road.

Key to its twinkle toes is the fact that it weighs 130kg less than the 6cyl 340i and



8spd auto brings diesel below the magic 100g/km CO₂ mark

THE RIVAL



MONDEO 1.0
The only other 3cyl saloon of this size – also feels under-engined

VERDICT

A cylinder too few for the 3-Series. Novelty value, but diesels get job done better.

6/10

230kg less than the xDrive-only 335d – equivalent to three large adult males that aren't strapped in alongside you. The steering still can't match the Jaguar XE for clarity, but the inertia-free way in which the nose turns in and relays precisely the amount of grip there is to play with goads you on constantly.

Problem is, the new 163bhp 320d Efficient Dynamics Plus model (or ED Sport, if you want to trade a few MPG for bigger wheels) is in a different league for in-gear acceleration, corners almost as well and emits 99g/km if you order the optional eight-speed auto gearbox over the standard six-speed manual. It's £5,000 more, but given that it's company car drivers who'll be falling over themselves to grab one, purchase price isn't really an issue.

For the rest of us, the 320d M Sport ticks the most boxes because BMW's garden-variety 4cyl diesel is now so well-mannered and sprightly that it renders the thirstier six-cylinders a little redundant. Shame, we know.



So, what else is new?



Porsche Cayenne GTS

WHAT SHOULD I KNOW?

Porsche's revised 'driver's Cayenne' sports a bi-turbo V6 instead of a V8, swapping revvy fireworks for torque and healthier eco figures. Lowered sports suspension comes as standard, but our £95k test car was smothered with adaptive this and torque-vectoring that so felt more like a techy Turbo.

SHOULD I CARE?

The Cayenne remains a freakishly capable sporting SUV – far more car-like than a Mercedes-Benz GLE or Range Rover Sport. Trouble is while the bi-turbo V6 does the numbers, it doesn't do the excitement. The Cayenne GTS used to be a bonafide great. No longer, unfortunately.

5



Jeep Cherokee SRT8

WHAT SHOULD I KNOW?

Jeep's Street and Racing Technology department has gone and created a Range Rover Sport SVR rival the American way – shoehorning a 6.4-litre V8 into a Grand Cherokee. Said engine delivers 461bhp and a 0–62mph in 5.0secs – not as quick as the 542bhp Rangie, but it costs £30k less.

SHOULD I CARE?

You will once you uncork all 461bhp and the burble turns to a roar – properly addictive. There are weight issues in the corners, but not as many as expected, and it's handsome unless you're sitting inside it where the quality is questionable. It's a 7G kind of a car, but prepare for many Shell reward points.

6



Mitsubishi L200 Barbarian

WHAT SHOULD I KNOW?

This is the fifth-gen Mitsubishi's hard-as-nails L200 pickup. It's best in class for fuel efficiency, performance, carrying capacity, refinement and macho badges with Titan, Warrior or top-spec Barbarian trim levels to choose from. Grrrr.

SHOULD I CARE?

If you're after something that straddles the worlds of commercial and passenger vehicles you should – it can seat five, has a mobile skip out over the rear axle and tows up to 4.1 tonnes. Its rear leaf springs mean the ride is busy at best, but it's less agricultural than its predecessor. Rotary dial lets you switch between RWD and 4WD.

6

1499cc 3cyl turbo, 134bhp, 162lb ft 52.3mpg, 124g/km CO₂ 0–62mph in 8.9secs, 130mph 1475kg £25,275

Q & A

Mini Clubman

Wagoned Mini now rationalised, but it's lost the chuckability sparkle **BY OLLIE KEW**

The last Clubman was an asymmetric oddball. What's Mini done differently?

Employed a full count of doors (even if the openings are tight) so the rear passengers don't have to scramble into traffic, and dug out more space for them. You could seat adults in the back, and the view is reasonable thanks to slightly raised stadium-style seats.

Where's all that space come from? It still looks like the latest, gawky Mini...

Looks like, but isn't. Underneath, you've got the wider platform from the 2-Series GT. As a result, the Clubman's not just 270mm longer than the Mini five-door, but a crucial 30mm wider. You really feel this up front, where regular Mini switchgear has been rehoused in a new, more expansive (and it should be said, exquisitely finished) layout. There's even a proper centre console between driver and passenger, which raises the iDrive controller to a more accessible level. It provides a great big armrest cubby too, which is handy since the door bins are small for a family car, as is the boot...

I spy interesting doors on the back there. Form over function?

Well, the boot matches a 1-Series at 360 litres (other faint praise available on request) but a Golf hatch musters a wider space, with 30 litres extra too. In seats-down, van mode, the Clubman's 1,250 litres is adequate (smaller than a Honda Jazz, fact fans). But the doors are thick, and eat into the cargo bay, even if they do contain storage pockets.

Besides the obvious extra blind spot, any other annoyances?

You can only open the doors right-then-left (and the reverse for closing), and the electric release mechanism is just a tad s-l-o-w. It's a



New Clubman is a bit bigger but a lot less fun to drive. Sad face

much more spacious car than before, but you don't get the sense it's making the best use of its more bloated footprint.

But, hey: wider tracks and longer wheelbase mean a sorted drive, right?

Mini has overdone it. All of the usual ingredients are here: heavy, very direct steering, a great driving position and that trademark chunky gearshift. But the Clubman is so mature, it's actually a bit joyless.

Even as a Cooper S?

Afraid so. The old Clubman was just 64kg heavier than the hatch – this one's 125kg



VERDICT

Falls between family car and handling-delight. Different from before, but still not fully resolved.

6/10

SPECS

- 1998cc 4cyl, FWD, 189bhp, 207lb ft
- 45.6mpg, 134g/km CO₂
- 0-62mph in 7.2secs, 142mph
- 1380kg
- £22,755



Aston Martin DB9 GT

BY OLLIE MARRIAGE

Aston Martin is preparing for the day the DB9 will die. It's not far off now. In the meantime, we have the DB9 GT: unlike the mighty GT12 we drove last month, here the venerable 6.0-litre V12 has received no more than an electronic tweak to liberate an extra 30bhp.

On top of that, the GT has had a stealth makeover: black splitter and diffuser, black brake calipers, revised lights, new 20in, 10-spoke, dark alloys, GT badges, etc. It looks tremendous. The new

additions are tastefully done and elegant – it's one of the very few new cars that can be considered timeless.

The driving experience reinforces this. The V12 is languidly torquey, the Touchtronic torque-converter marshals the engine's force accurately and there's a sense that all components have been honed to deliver the same relaxed yet commanding feel. You never get the feeling the car is having to work too hard for its speed. And that's the way an Aston should be, isn't it?

SPECS

5935cc, V12, RWD, 540bhp, 457lb ft 19.8mpg, 333g/km CO₂ 0-62mph in 4.5secs, 183mph 1785kg £140,000

8/10



HONDA HR-V

Name game

Honda keeps things sensible BY TOM HARRISON

Commendably, Honda has resisted the temptation to give its new crossover a silly name – such is the fashion nowadays. Instead, it has revived HR-V, which is at least easy to spell. It also harks back nine years to when last we saw the old, rather odd-looking HR-V. You know, the one that arguably kicked off this whole jacked-up hatchback thing some seven years before the Nissan Qashqai came along? That one.

Size-wise, the HR-V sits in that awkward no man's land between the Juke and the Nissan Qashqai. And it's the latter from which Honda is hoping to thief buyers. There are two engines to choose from – a 1.5-litre petrol with 128bhp, or a 1.6-litre diesel with 118. The former manages a little over 50mpg, and the latter – tested here – around 70.

Economical as it is, the diesel is only the HR-V to have if you commute many thousands of miles a year, in which case you should probably be buying something else altogether. Like a house closer to work. It isn't well enough insulated and vibrates and rattles a fair bit, particularly from cold. 10.5secs to 62mph and 119mph flat-out is



If you forgo the manual 'box, you're really losing out...



par for the course, and the HR-V does have a good spread of power. Doing fewer miles? The petrol's smoothness and up-front cost savings make it the better choice.

Even a terrible manual 'box is worth having over a CVT. But with a short-throw, stubby little lever and precise action, the HR-V's manual box is its best dynamic attribute. Elsewhere, it's all very normal. Very inoffensive. Bar the ride, which could do with softening up, and the steering, which could use more feel. Bit more chassis sharpness wouldn't go amiss, either.

And then there's the interior. It's very pleasant. The design is sleek, the layout logical and material quality reasonable. More surprising is the space on offer. Despite the dipping roofline, the boot is bigger than a Qashqai's by a few litres, and there's space enough in the second row (where you'll also find Honda's clever Magic Seating system from the Jazz) for normal-sized humans.

The HR-V starts at £17,995 – a few hundred quid shy of the Qashqai. It's got a more sensible name, but not quite the mass market appeal of the Nissan. Your call.

VERDICT

Avoid the diesel unless you do miles, otherwise a good effort from Honda.

7/10



TG'S ONE MINUTE EXPERT

Got 60 seconds spare? Read these



7/10

MOUNTUNE MP275 PACK

• Mountune MP275 kit gives Ford Focus ST an extra 23bhp and 26lb ft of torque for £1,195 plus fitting. Includes induction kit, ECU tweak and intercooler.

• It's broadly the same kit as was available on the pre-facelift Focus, and delivers the same power and torque peaks. Can be retro-fitted as well.

• It doesn't feel that much faster than standard. There is a bit more noise and the power delivery is smooth and consistent across the rev range.

• It really does torque-steer. The ST doesn't have an LSD, but it's still a broad-shouldered, magnanimous car to drive. Not as sharp as the Leon below, mind.

Engine 1999cc, 4cyl turbo, FWD, 271bhp, 295lb ft
Performance 39.2mpg, 169g/km CO₂, 0–62mph in 6.5secs, 154mph **Weight** n/a kg **Price** £1,195



9/10

LEON CUPRA ULTIMATE

• For £2.5k you could have the Sub8 pack with 370mm Brembo brakes, 19in alloys and Michelin Cup 2 tyres. This Ultimate pack costs £4.2k and reduces weight.

• Not much weight: you lose the aircon, four of the eight speakers and some cubbies. Unlike the Megane Trophy R, you get to keep the rear seats.

• It's great to drive, a little sharper and edgier than the standard Cupra, with great traction and real involvement. Up there with the best.

• The Sub8 pack alone is enough, though. Doing without aircon to save a few kilos is pointless unless you frequent 'that German circuit'.

Engine 1984cc, 4cyl turbo, 4WD, 276bhp, 258lb ft
Performance 42.2mpg, 156g/km CO₂, 0–62mph in 5.8secs, 155mph **Weight** n/a kg **Price** £31,410

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BOND'S NEW WHEELS

A new Bond film means only one thing: a new Bond car. But where does the one-off DB10 sit in the pantheon of greats? Let's see what Chris thinks

WORDS: CHRIS EVANS /
PICTURES: DREW GIBSON & NEALE HAYNES

W

hat a ridiculously stunning figure the DB10 has been blessed with. Curve upon curve of sculptured perfection. Lines to die for, an amazing rear end and bullet holes instead of louvres. Yowzer. Look at her wheels, even: spiral-centred, razor-sharp spokes splaying out, giving the impression of movement even when stationary. In fact, that's the car all over. The best-looking cars are designed to look good as they flash by, not as they sit glumly waiting to be let off the leash.

Have I had the pleasure of driving it yet? You bet I have. But, more importantly, I've had the extreme pleasure of being driven in it around the Longcross tree-flanked 'snake', cut through by Mark Higgins, former WRC pilot, current holder of the title of "greatest save in the history of driving" (Google Higgins Subaru IOM save – it's worth a watch) and the chief Bond stunt driver. Was it good? What do you reckon?

From where I'm sitting, heart hammering at the red line, Mark Higgins appears to have forgotten we're not on set in Rome anymore. This DB10 is the actual tricked-up car that we'll get to see in the main car chase in *SPECTRE*. He has us sideways both left and right with zero margin for error at I-don't-know-how-many-miles-an-hour for 15 minutes. During which he goes through not one, but two, sets of brand-new boots.

It was without question the most frightened/excited/exhilarated/car sick I have ever been in a motor vehicle. It was like Mark was wearing the car. So far ahead of anything I've experienced before. Bearing in mind I spent an afternoon at a Mercedes test track being scared witless by a perky Mika Häkkinen in a C63 AMG and have been to Mars and back several times with Jason 'Nutcase' Plato in various machines from Maserati MC12s to Fezzas of one sort or another.

Sure, the Bond DB10 isn't a car that's ever going to be available to the masses as is. But with news this month that the DB11 name will replace the DB9, Aston has left a convenient gap in the marque's family tree should it want to step back in time at some point in the future. And Aston just has to, doesn't it? The Aston Martin V12 Vantage remains my favourite manual-shift road car of modern times. If a future roadgoing DB10 was half as exciting as that to drive, along with those new killer looks, it would be an instant classic.

Just for a minute, imagine what it must feel like to be Daniel Craig, to look in the mirror every morning and think, "F+#! I'm James Bond?" (Second only, I

"LINES TO DIE FOR,
AN AMAZING
REAR END AND
BULLET HOLES
INSTEAD OF
LOUVRES..."





should imagine, to waking up thinking, “Double f+#! I’m married to Rachel Weisz.”) But not only is he Bond and married to the most beautiful, talented and extremely nice (met her once, she was lovely) Rachel, but he’s also the most successful Bond of all time. So, pretty good to be Daniel Craig. Agreed?

I might argue, however, it’s even better to be Aston Martin. Sure, it’s a two-way street, but is there better publicity for any product in the world than the contra deal AM has going with EON? Priceless.

I love the story about how the deal came together. Apparently, director Sam Mendes and EON (stands for Everything or Nothing – nice) producer Barbara Broccoli visited AM’s design headquarters, and after being pitched several ideas by Marek Reichman, AM’s chief designer and his team, Sam saw something lurking in the shadows, over in the corner, pointed at it and whispered: “I want that one.”

Reichman suspected as much, but was massively apprehensive with regards to an achievable time frame to come up with one drivable chassis and shell. So when

Sam said, “Actually we’ll need 10 working cars within six months”, he nearly passed out on the spot.

That, as they say, is all water under the bridge and, as we know, the request was met and the world has been treated to one of the best-looking cars of all time. Please God, let Aston actually bring this car to production. It has to be the best-looking British car since the E-type first landed on planet Earth back in 1961.

What a lot of water has passed under the Bond bridge over the years. We’ve got to start with another Aston, haven’t we? The silver birch DB5 of *Goldfinger* fame, beautiful to behold – of that there is no argument – but not really the greatest car in the world to drive. I owned the very same car a couple of years ago. Mine was the minter featured on the Royal Mail 100-year Aston Martin anniversary stamp. Anyone who knows anything about Astons will confirm that not only is the 5 a bit boaty compared with other Sixties marques, but it’s even a bit boaty compared with its predecessor, the DB4. In fact, from a driving point of view, both the 4 and the 6 are much the more preferable options.



Bond's actual car.
From *SPECTRE*.
A treat we've
organised... for
your eyes only



Want one? You'll
be lucky. Unless, that
is, you happen
to work for...
Universal Exports



Neatly spaced bullet
holes take the place of
louvres. Not actually
done by a man with a
gun. Golden or otherwise



But it doesn't matter. Bond drives the 5 in *Goldfinger*, *Thunderball*, *GoldenEye*, *Tomorrow Never Dies* and *Casino Royale*. Daniel Craig drove the 5 in *Skyfall*, all the way to Scotland, though it was actually a field in Surrey.

The DB is it. The DB5 is the one. Always has been, always will be.

That's in the movies, of course. In the books, it's a different matter. JB is a Bentley man first, courtesy of the Bentley 4 1/2 litre in *Casino Royale*, *Live and Let Die* and *Moonraker*, and an Aston DB man in *Goldfinger*.

The Bentley I can take or leave, but as for the DB MkIII... now there's a car. Stunning, and still a rewarding drive to this day. I must mention here the DB2 as well – it may not be a Bond car, but I drove one just last week. Not just any 2, mind, but the first-ever Aston to be fitted with the famous Vantage engine. Built in 1950, it drove like a dream. And sounded like sex on wheels. A Dutch guy picked it up for a relative song at auction while the rest of us were asleep in our catalogues. Clever boy.

Now before we go any further, is it true that Sir Anthony Bamford bought the original pair of 5s used in *Goldfinger*? Yes, it is. He bought them *both* for £1,500, not that he knew it at the time, he thought it was £1,500 for one, he wasn't even aware there were two, and was as surprised as anyone when the low-loader arrived.

Is it also true that he then soon after swapped one of them for a Ferrari 250 GTO, which he still has and is now worth circa \$50 million? Absolutely. True again. The greatest car deal of all time.

But next... is it true that after *Dr No* back in 1962, Cubby Broccoli actually wanted Bond to drive an E-type, but, due to their popularity at the time, Jaguar didn't have any available to loan for filming? Well, it is if you talk to Jaguar. And I always thought it was the case, but have since been assured by Aston Martin historians that this is a convenient myth and that an Aston of some sort was always going to be Bond's original steed...

There are many "stories" surrounding Bond cars. Another favourite of mine is to do with the second-coolest car James ever jumped behind the wheel of. The snow-white amphibious Lotus Esprit in *The Spy Who Loved Me*. (Spent weeks of my life I'll never get back chasing one of those. Only for the front axle to snap in two the second time I took it out.) The Lotus legend is that the head of sales at the time kept one permanently parked at the gates of Pinewood Studios in the hope that Cubby Broccoli would see it, fall in love with it and cast it in a starring role. Apparently that's exactly what happened. Genius if it's true.

The other most famous Bond cars for me have to be *Goldfinger*'s yellow Rolls-Royce Phantom III, which I know for a fact EON still has at its storage facility up in Norfolk, along with the AMC Hornet X, star of one of the greatest stunts of all time – the corkscrew jump in *The Man with the Golden Gun*. A stunt that simply couldn't go wrong... or else. Miraculously, it was a one-take wonder, breathtaking to this day.

No Bond article worth its salt would be complete without alluding to at least one secret, though. While sitting next to Mark in the full movie-specced DB10, there was one thing in particular that caught my eye.

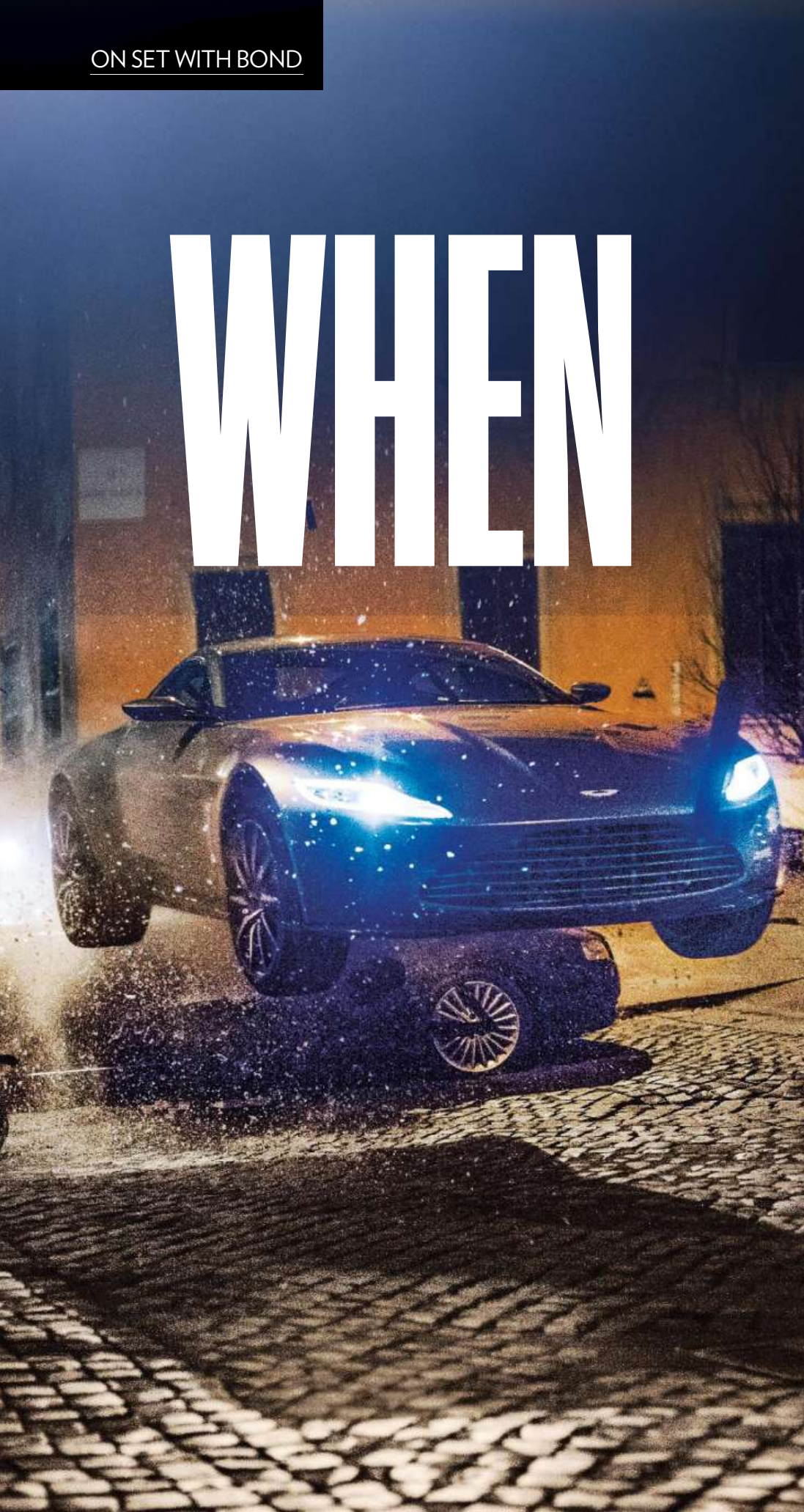
"No way. Is that what I think it is, Mark?" I squealed. "Yes, but the producers have specifically asked me to respectfully request you don't mention it in any article that might come out before the movie does. Is that OK?"

My lips are sealed. But, my, we're in for a treat. **TG**

“THIS DB10 IS
THE ACTUAL
TRICKED-UP
CAR WE’LL
GET TO SEE
IN *SPECTRE*”



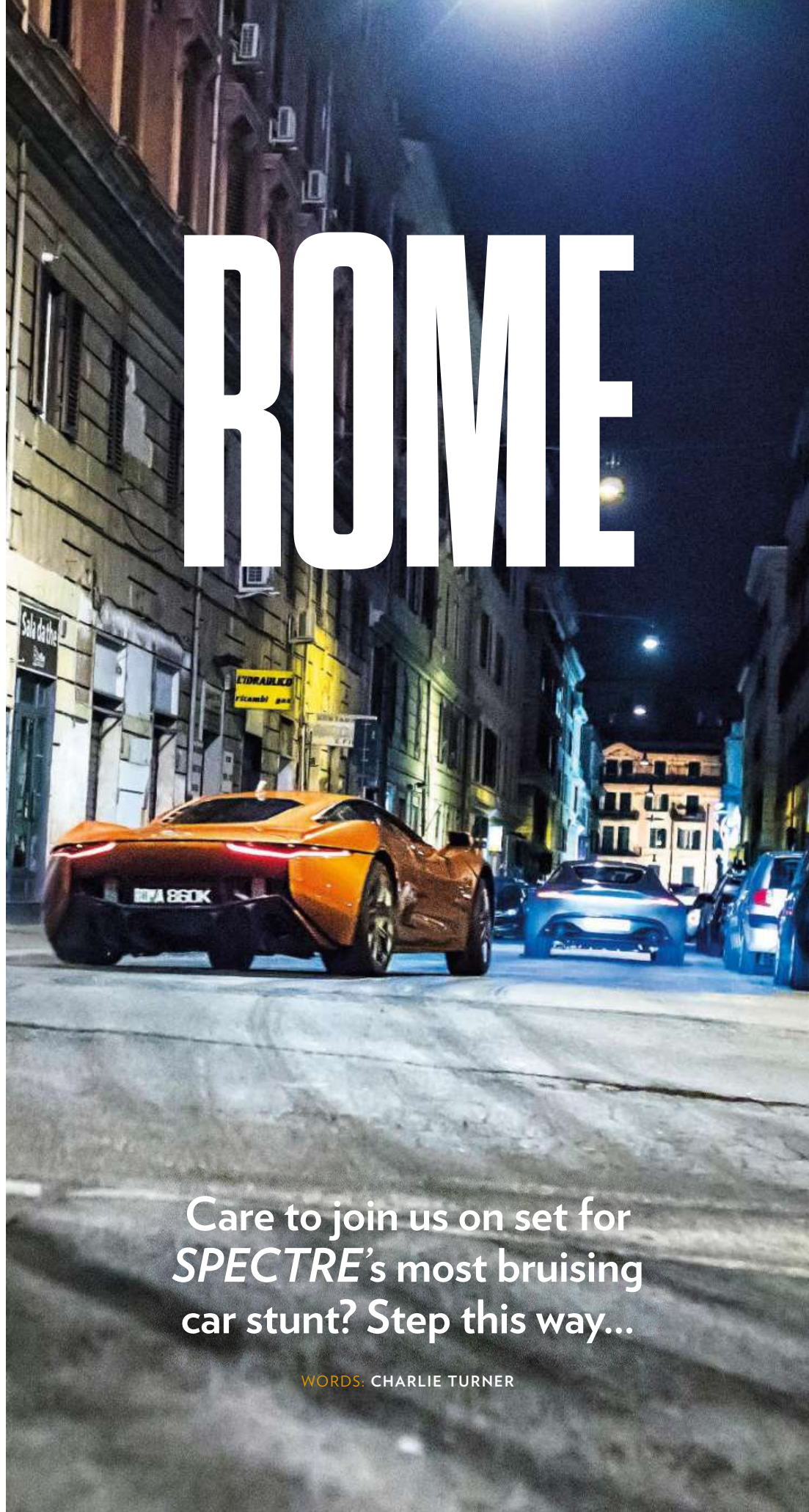
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N

ROME



Care to join us on set for
SPECTRE's most bruising
car stunt? Step this way...

WORDS: CHARLIE TURNER

IT'S 9PM ON 5 MARCH AND AS MOST ROMANS ARE SETTLING

down to their *secondi*, we're heading out in a nondescript van with B24 displayed in the window. As we round the corner on the Lungotevere Arnaldo da Brescia with the Tiber flowing angrily to our left, we are met by myriad security guards, high-vis jackets and movie lights. In 100 yards we've gone from a sleepy Rome winding down for the evening to a nocturnal community that's been working through the night for two weeks in pursuit of the most dramatic and ambitious car chase in movie history.

Tonight the pressure is on: last night's filming had to be abandoned due to rain, so this evening is the last window that the 400-man crew have to nail this particular sequence before the permits and budget require them to move to the next location. The rain has spent 24 hours leaching through Rome's veins and has swollen the Tiber, which is waiting black and spectral (sorry) at the bottom of the Scalo de Pinedo and the 10m flight of steps the chase scene will be firing down. And no, you haven't misread that: tonight the Aston DB10 and Jaguar C-X75 will be jumping down the steps without a pixel of CGI for company. For most, part of the attraction of the recent Bond films has been a move towards authenticity, and, as I stand at the top of the steps, the authenticity is frankly terrifying.

After spending some time in the Edge tracking vehicle as it barrels along Via degli Scialoja filming the DB10 and C-X75 pursuing each other down the road, it's time to cut from the chase and reset for the main event. Hundreds of crew relocate to the underground bunker in the basement of an industrial unit – tonight's mobile canteen.

I take the chance to talk to Mark Higgins: *TopGear* hero, all-round good bloke, Bond's driving stunt double and someone whose car control is beyond that of a mere mortal (as Chris has already found out – see p86). I ask about the way this type of high-performance driving differs from his other day job of hooning rally cars in various race series around the world.

"It's all very different because you're working not just with the road, but you're working with cameras and working out where everything is. So what potentially I think looks fantastic is not what the camera is seeing," Higgins explains.

"The other big thing is your vision, because you've got cameras all over the place. You've done a rehearsal [the crew had spent three weeks rehearsing every move at a disused airfield on the outskirts of Rome before heading into the city], and you can see the point where you're turning in, but it's completely different when you've got all the cameras around."

As the crew continue to reset, cameras are hastily positioned, a huge 12m² lighting rig is lifted above the scene by crane and an army of junction marshals relocated to every doorway, road junction and alley along the route to ensure nothing mistakenly gets into the path of the filming. The divers climb into their frog suits and position themselves in the freezing Tiber. Mark and I head to the steps to walk the route. As we stand at the top, I struggle to grasp the mindset it takes to fire

a supercar down an incredibly steep set of steps with a river at the bottom... And do it repeatedly until the director is happy.

"Every time we drive, it's different. We'll have rigs on the car, so you've got all the weight on the front. You've seen the pods on the top as well when we've got them on," Higgins says with a grimace. "That's a very different thing to drive."

We walk down the initial descent of 28 curved steps which, while narrow and dramatic, has been softened by some clever shaping of the edges. The route then levels for a few brief feet before pitching down the second set of 16 curved steps. Having safely negotiated that, the cars then need to accelerate and jump down a further three flights of eight steps, all with a 5ft drop in-between. Somewhat counterintuitively, it's the lack of speed that is causing Higgins the greatest worry.

"You can't really rehearse these steps without damaging everything. We'll have one go down to find out roughly what happens and then we're going to probably get faster and faster and try to make it more exciting," he says.

So how many goes can he cram in tonight? "We'll see how long the cars last. And our backs, because it's a proper slump down on your back over the last three. If we were going faster the speed actually dissipates the drop, but on these it's going to be pretty violent," he says.

Walking back up to the top of the steps, we're joined by Bond stunt co-ordinator Gary Powell. In the filming world, Gary has been there, done that and for *SPECTRE* regularly jumped into the driving seat during the practice sessions the second unit held at the airfield. As the guy who used to be in the driving seat, I ask if there is more pressure now he doesn't have that distraction?

"There's a lot of pressure there. There's pressure that you want to make sure the stuff is good. Pressure that you want to make sure it's safe. Then the other night, we were racing towards the Vatican at 110mph and drifting through St Peter's Square, so there's pressure there not to hit anything," Powell says without a flicker of irony.

So did the Pope come out to watch? "No, I'm sure the Pope was inside watching, though. We might have converted him to supercars. You never know," says Powell.

Joking aside, damage is part and parcel of the process. "Tonight, when we go down these steps, we're expecting damage," Powell admits. "We're expecting the car to break. In fact, we're expecting at least two or three cars to break because it's just an unnatural thing for these cars to do."

The wind has begun to rattle the city, and the lighting rig has now been transformed into an expensive sail. As the team try to wrestle it to the ground, I decide I'm only getting in the way and head for the underground bunker where they keep the toys. Rome's equivalent of Q Branch, but with fewer nerds.

We enter an utterly nondescript underground lock-up, which houses eight DB10s and seven C-X75s. It's here that

WHERE: Rome, Italy
WHEN: 5 March 2015
WHAT'S GOING ON?:
Stuntman Mark Higgins takes the DB10 for a spin down the Scalo de Pinedo

"When I say 'Action', full power and don't worry about the noise"

**BOND IN
NUMBERS.
BIG, SCARY
NUMBERS...**

300

crew members,
both UK and Italian

100

average amount of
road blockers per night

40

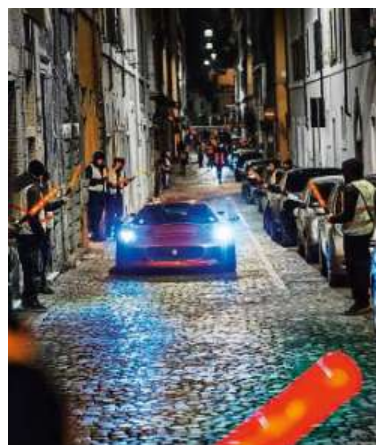
members of
security

18

nights of shooting
over three weeks



“WHEN WE GO DOWN THE STEPS, WE’RE EXPECTING DAMAGE. IT’S AN UNNATURAL THING FOR THE CAR TO DO”





DB10 & C-X75 TACKLE THE SCALO

68 steps of pure,
unadulterated supercar
destruction. Ouch



C-X75 and DB10 line
up for a quick race
while no one's looking



Neil Layton (Bond's technical director) and his team from Action Vehicles prepare, maintain and rebuild the stars of the show on a nightly basis. What quickly becomes clear when talking to Neil, whose background was in motorsport, is that keeping the Bond cars on the road is similar to having to run a WRC, Baja and GT3 team simultaneously.

"It's not just the maintenance side of it, it's the re-rigging and the re-prep work between different stunts," a weary Layton tell us. "At the moment, we've got just under 20 guys, so we do two shifts to cover 24 hours, but we've got guys back in the workshop."

"They're always fabricating. We've got one scene that's coming up where the Jag comes up behind the Aston, and then we hit it with a firebomb. It's in the back of that car, it's all rigged ready and we've got flamethrowers in there and the guns."

The scale of the operation is mind-blowing, and the logistics for the spare parts would leave most race teams' heads spinning. Layton lists them off: "We've got 20 sets of hero wheels and 40 sets of stunt wheels just for the DB10; for the Jag, we have 30 sets of wheels, and then we have sets of tyres to go with each set of wheels. For the Jag, we have 10 clamshells... the list goes on."

It's not glamorous – it's hard, cold work, but Neil and his team exude an infectious pride in their jobs that even weeks of living and working in an underground bunker can't diminish.

"I've had some pretty cool jobs in the years that I've been involved with cars, but I don't think anything will top Bond and the Bond cars," he says with a grin.

Back on set, the cars are in position at the top of the Via degli Scialoja, pointing at the Scalo de Pinedo and its tortuous 68 steps. I'm positioned at the bottom with the second unit director, Alexander Witt (*Skyfall* and *Gladiator*), as they call action. The unmistakable guttural roar of the DB10 accelerating hard is quickly joined by the NASCAR bawl of the C-X75 as it sets off.

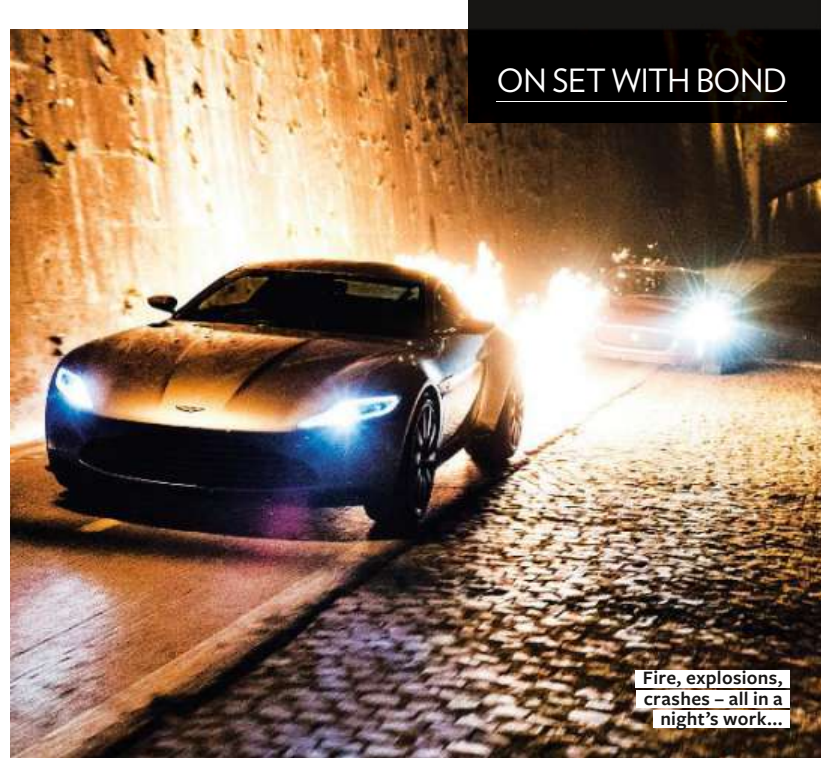
Seconds later, the top of the Scalo de Pinedo is strafed by cold white lights as Higgins fires down the first flight of 28 steps, closely followed by Martin Ivanov in the C-X75. As the DB hits the level surface between the two sections it smashes into the ground and is kicked hard down the second set at a hideous angle, the noise is utterly brutal as both cars bottom out.

Higgins flies through the air at 45°, and as the front wheel touches midway down the steps he puts the tiniest fraction of left lock on to balance the car and prevent it from rolling, it's instinctive and perfectly judged. As the DB slumps at the bottom of the steps, he buries the throttle to build speed towards the shorter and more violent final three jumps.

The C-X75 has crunched its way, sparks flying, down the initial descent as Ivanov tries to catch up. The pair jump the third flight and land with a violent shudder and crack that makes me wince, Higgins is off in the DB taking the final three flights at pace, and as the C-X75 heads towards the final section it squirms under its brutal power, snaps sideways over the final jump and lands stranded sideways across the last set of steps with the rear paddling in the overflowing Tiber. As the dust settles, literally, I try to process the last 30 seconds, which seem to have unfolded in macabre slow motion.

The C-X75 is attached to a forklift and raised unceremoniously back to a recovery position where it's handed over to Neil's team for repairs and another is scrambled into its start position. The playback confirms the violence, precision and bravery of what these guys are creating on a nightly basis and would leave most crews calling it a wrap. But that's not the way Bond works.

Witt wants more, wants the cars closer and ideally doesn't want the C-X75 ending up in the drink... so they go again and again. As the night progresses and the temperature drops towards freezing, the crew continue to shoot, running the steps three more times until the permits and road closures are close to expiring. The sun begins to peek over the horizon, and it's time for *SPECTRE* to vanish into the shadows. You'll be able to see the result from 26 October. **TG**

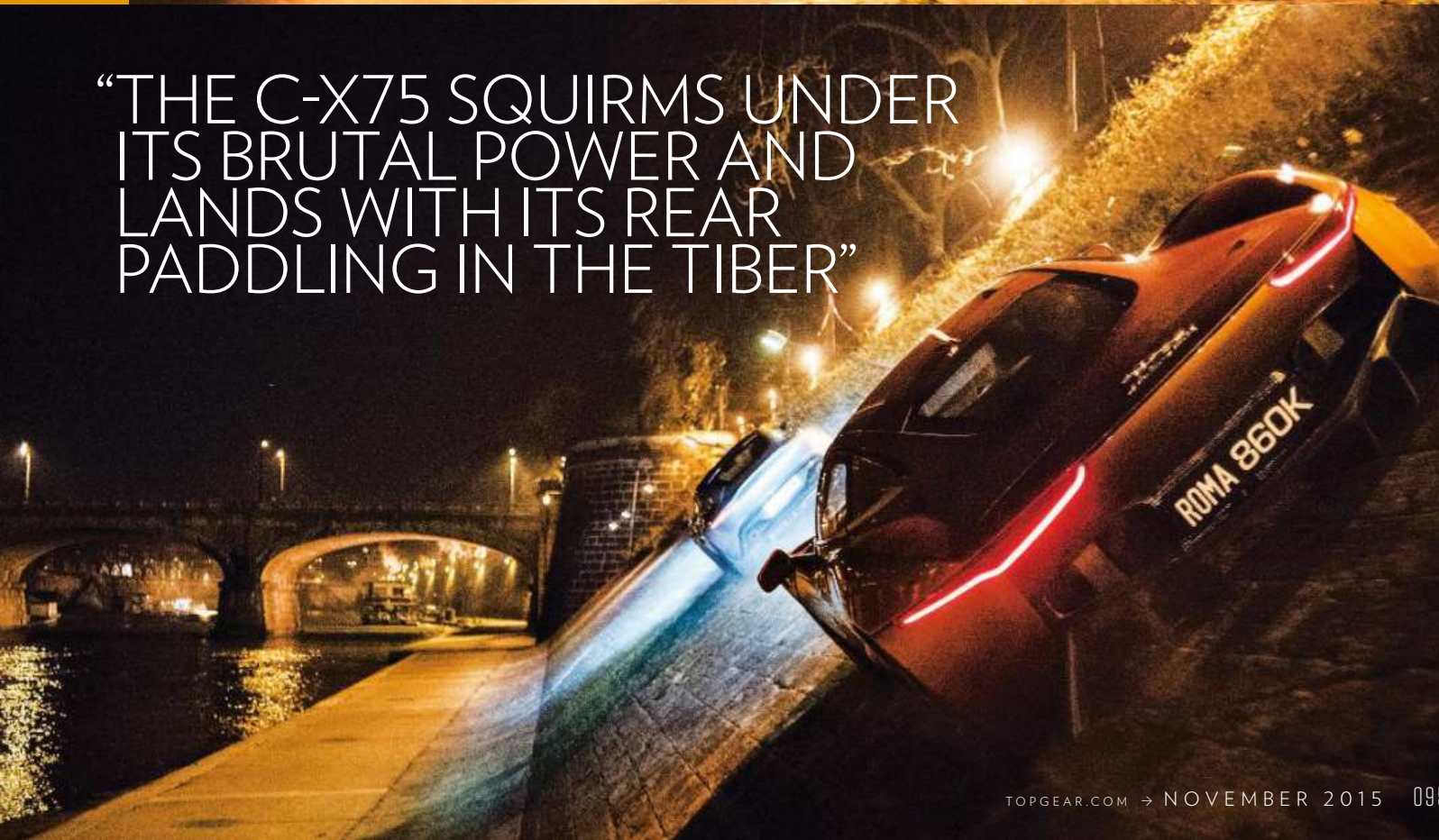


ON SET WITH BOND

Fire, explosions,
crashes – all in a
night's work...



“THE C-X75 SQUIRMS UNDER
ITS BRUTAL POWER AND
LANDS WITH ITS REAR
PADDLING IN THE TIBER”





AXLE

So James Bond has an Aston
this is how SPECTRE rolls: in
However, all is

WORDS: OLLIE MARRIAGE / P



OF EVIL

Martin DB10, does he? Well,
in a Jaguar C-X75 hypercar.
It's not what it seems...



his Jaguar C-X75 does not contain electric motors. Nor does it have a carbon monocoque. It doesn't have micro jets. Not even a super-turbo 1.6-litre engine that can rev to 10,200rpm. It is, in short, not a Jaguar C-X75. Your eyes deceive you.

That's how it's meant to be, of course. Because this car is the double of the Jaguar C-X75. The stunt double.

Just in case the rumour mill – and the last few pages of this magazine – have passed you by, a recap is called for. James Bond drives an Aston Martin in the new film, *SPECTRE*. A DB10 purpose-designed for the film. This Jaguar? That's the baddie car, driven by a chap called Mr Hinx. The two have a chase through Rome.

This all sounds simple enough: borrow car, go skidding about a capital city for a few days, return car in what's sure to be pristine condition (because no stunt cars ever crash into rivers or career down flights of steps, do they?), congratulate all concerned on a job well done, pack up and head home.

Er, no, it'll come as precisely no surprise to you at all that things aren't that simple where the film industry is concerned. For starters, there's no point Jaguar risking a 'real' C-X75. Too much value and technology involved, plus, being 4WD, it might not be able to do what is required for the cameras or – crucially – last the course.

So instead they build the car you see here – the not-a-C-X75. Only they don't build one. They build seven. Two are 'star cars', cosmetically perfect specimens with proper glitzy interiors; the other five are grafters, used for skidding about and doing the fun stuff. One of them even had a pod built on the roof so the actor could be inside looking like he knew what he was doing, while on top the driving talent could do the real twiddling.

Think of the effort and expense needed to make that happen. To build seven bespoke cars. A company like Jaguar, used to sending cars down production lines by the thousand, isn't used to building a tiny batch. But it knew a company that was. A company that already had experience of the C-X75: Williams Advanced Engineering. The F1 team's offshoot lent Jaguar its expertise in aerodynamics, carbon composites and hybrid technology for the C-X75, precisely none of which was of any use for this project.

I like to think there was a phone call from Jaguar to Williams sometime late last year that went along the lines of: "Hello, Williams, you remember we

PLASTIC FANTASTIC

Plastic windows. Plastic windscreen, too. Doors themselves don't close with the precision you might expect and inside there are no handles...

MOTIVE POWER

V8 isn't under this cover – it's further forward, up against the bulkhead. Drives through a six-speed GT3 racing gearbox

TUBULAR BELLE

Tubular steel frame is designed for strength, not light weight. Built in Germany. It's shipped back to the UK for assembly at Williams HQ



Bare cabin WLTM
film stunt man
for good times



Ollie indulges his
Bond baddie fantasy
in, um, the Midlands



C-X75 has lost none
of its power to stun,
even without gadgets





Jag's hypercar being driven as the film demands: max attack

“THE STUNT DRIVER ISN'T HERE, SO I GET TO HAVE A PLAY”

cancelled the C-X75 project? Yes, sorry about that. Good news – we'd like to resurrect it. There will be a few changes, though...”

So last November, a team of 12 people at Williams set about building stunt cars. The demands are somewhat different to building a hybrid hypercar. “First thing is, it had to be tough,” Williams's Wes Partridge tells me, “so we designed a steel frame made from 60mm diameter tubing. It means the car isn't exactly light – I think it weighs a bit under 1,500kg, although weight didn't matter too much – but what we

were happy about was when the cars all came back from filming, we put them on a jig and none of the frames had moved or bent so much as a fraction of a degree.”

Considering the abuse it got put through included piling down a set of steps, crashing into the River Tiber and jumping over another car (not all intentional, apparently), this is an achievement the car's designers, engineers and builders can feel rightly proud of. You have a feeling that if put through the EuroNCAP crash test, it would be the offset deformable barrier that would come off worse.

Into the frame was inserted Jaguar's familiar supercharged 5.0-litre V8, a six-speed sequential GT3 racing gearbox from Ricardo and WRC-spec suspension. Big set of carbon shell seats with five-point racing harnesses, plus a pukka hydraulic handbrake and eminently replaceable fibreglass panels, and you've got the essence of a stunt car. Something with the ability to take the knocks and come back fighting night after night.

Because those were the timings. Filming for the night chase was from 6pm to 6am, and with all the pressures around that, the team had from 8am to 2pm each day to make any adjustments and repairs. Sending the car down a flight of steps? Simple, just whack those world rally suspension units up by 40mm. A replacement clutch? Pretty much a nightly occurrence, and by the end, Wes and his



Imagine the noise. No, louder than that. Much louder...





MORE TG
Download the
TopGear app to
watch the video

colleagues could get the job done in under 90 minutes. Bodywork, set-up changes, wheels, tyres, driveshafts – the stunt driver inflicted the pain, then Williams (working under the direction of Bond car specialists Action Vehicles) made it better again.

The stunt driver of the C-X75s was a chap called Martin Ivanov, a Russian who drove for the Bourne films, but might be better known to you as the brave soul who piloted the Renault F1 car *under* the jumping truck for last year's most outlandish viral video.

But today he's not here, so I get to have a play. We're at Fen End, Jaguar's shakedown facility. It's pretty grotty here: the Bloodhound XJ that Andy Green stuffed into the hay bales during the Goodwood Festival of Speed sits forlornly outside the barriers and, inside, the security staff seem more concerned about the protection of local newts than about testing cars. Concerns are raised about the noise and speeds, and the man chaperoning our car points out that if I interface his Jaguar with so much as a newt, then Tokyo is going to be without a car for the film premiere.

I suspect Mr Hinx might have a more direct and combative answer to this issue than our promise to be very, very careful. Can't see him agreeing to wear a hi-vis tabard, for starters. Wes takes me to one side and tells me, "The car's awesome at drifting." I decide to wait until later before testing that theory.

The car itself looks tremendous and is convincing right up until you start prodding panels and peering in through windows. I open a door. It rises unsteadily. I don't think door ergonomics were at the top of the to-do list. Down near the bottom of the leading edge, I can see straight through to the outside.



Disappointing absence
of ejector seat or oil
slick controls here



See that button, Ollie?
The grey one on the lever?
Dare you to press it



“IT’S LOUD –
PURPOSEFUL,
GROWLING
AND HARD-
EDGED”



C-X75 practises newt avoidance the only way it knows how

Harnesses strapped on, switches flicked. It looks and feels a lot like a rally car in here – no insulation or panderings to comfort, just a tool to do a job, the job being to do cool stuff in front of cameras. It fires up with an impressive sonic bark, and as it does so the digital dash blinks into life, the word ‘SPECTRE’ flashing bright red. It seems like a warning. But hey, it’s not like we’ve had enough of them already.

I can see why the noise police might be uneasy, though. It’s clear Jaguar didn’t want the C-X75 to be out-shouted by the Aston in the chase scenes. Outside it’s *loud* – purposeful, growling and hard-edged. Inside, it’s just noise, bordering on the white. The fuel pump

whines, gearbox chatters, engine howls – the full thrashing metal mechanical cacophony.

So the car doesn’t care about the stuntman’s ears, and trusts that he will have a very delicate right foot. Because there is no traction. None. The rear boots might be as broad as oak barrels, but on a slippery, almost entirely decayed old runway, all they know how to do is slip about. Which is tremendous fun.

Pick any gear. Seriously, do, because they’re all the same. Obviously a stunt car has no need of hitting 200mph, so all the gears are designed to fit into an operational range from about 20 to 70mph. This allows me to boast about doing a massive drift while flat in sixth and not be telling a massive porky. Factor in the vast torque being inflicted on those rear wheels by a not-that-standard supercharged V8 (600bhp is the rumour), and you have the best recipe for oversteer since Mary Berry took up ice driving.

There’s just one paddle, to the left of the steering column, that you push and pull for shifts. Just one paddle, because on the other side is the other method of skid infliction: a hydraulic handbrake. What this adds up to is the most terrifically accurate drift machine I think I’ve ever encountered. It’s positively Caterham-esque. The nose turns, the rear breaks loose, and you play with the throttle.

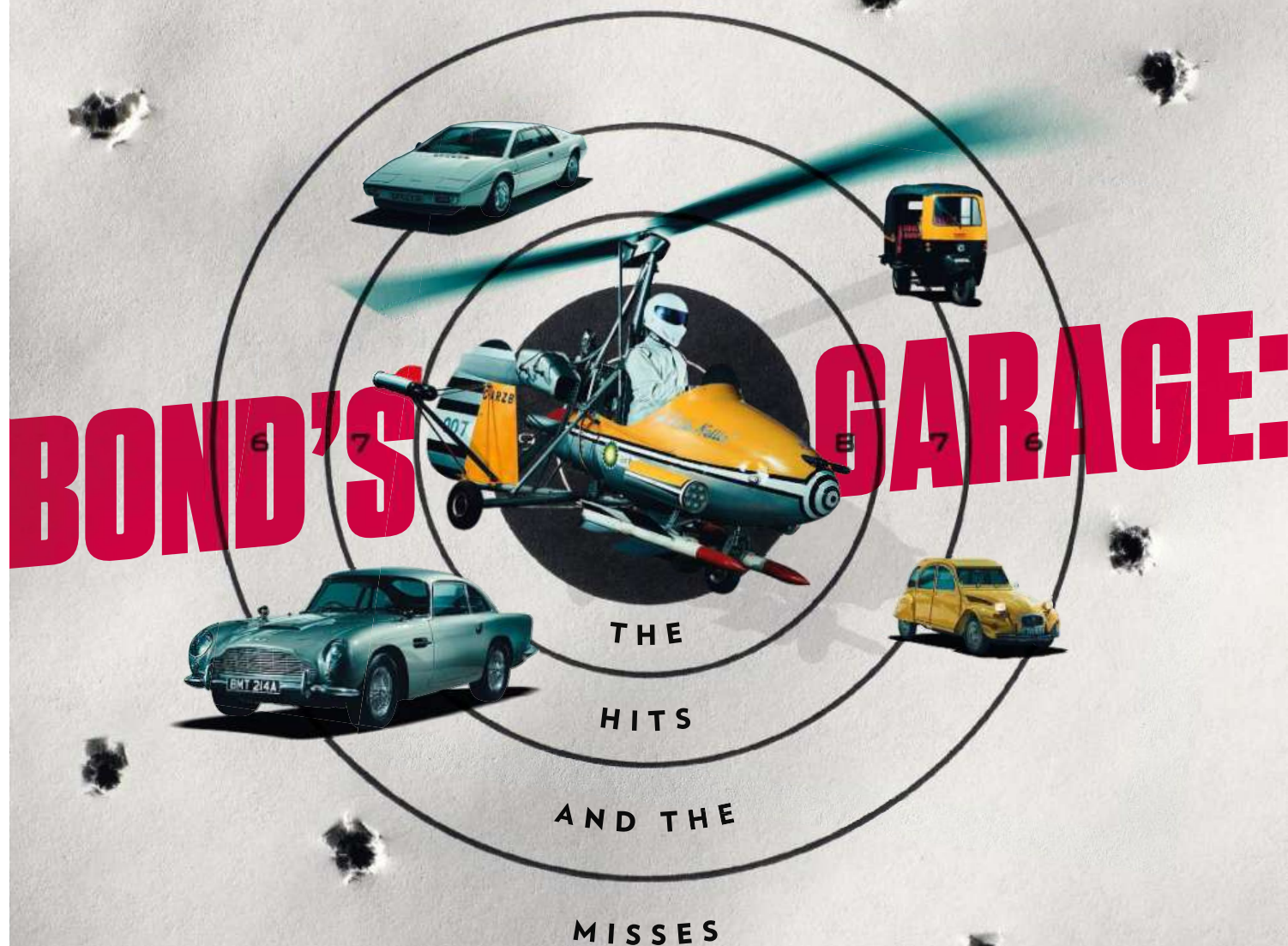
But that’s what a stunt car needs to do, isn’t it? To be unbreakably tough and slide on a sixpence. Simpler than building a hybrid hypercar. **TG**





WORDS: TOM FORD, OLLIE KEW

MATCH # 75
RELAY # 10
TARGET # 007



James Herbert Bond. Licensed to kill. Also licensed to drive. And here's his transportation of choice over the years. From the wonderful to the, ahem, interesting...

BMW Z8 THE WORLD IS NOT ENOUGH

One of those moments where you wince slightly at the galumphing product placement, but when the Z8 appeared in 1999's *The World Is Not Enough*, at least the car was fit for Bond. In case you've forgotten, the Z8 was a svelte two-seat RWD roadster that BMW produced in the late Nineties until 2003 by a team led by Chris Bangle, with the exterior design by a certain Henrik Fisker (he of the Karma, DB9 and V8 Vantage). It was a gorgeous retro-styled thing, and certainly had the go to match the show, powered as it was by the E39 M5's V8 and good for 400bhp, 370lb ft of torque and a sprint time to 62mph of well under five seconds – enough to out-drag baddie Renard's henchpersons. In Secret Service Q spec, it apparently had titanium armour, a head-up display and "six beverage holders", though Q's assistant – played in this case by John Cleese – didn't mention much else. He certainly seemed to forget the surface-to-air missile that Bond later uses to take down a helicopter, though the titanium armour didn't do much to stop a second chopper using a dangly rotary chainsaw to cut the Z8 in half. Of all the cars that had to die, it had to be, well, not actually a Z8, but a replica Cobra clad with Z8 panels.

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There are so many other cars that deserved this more...

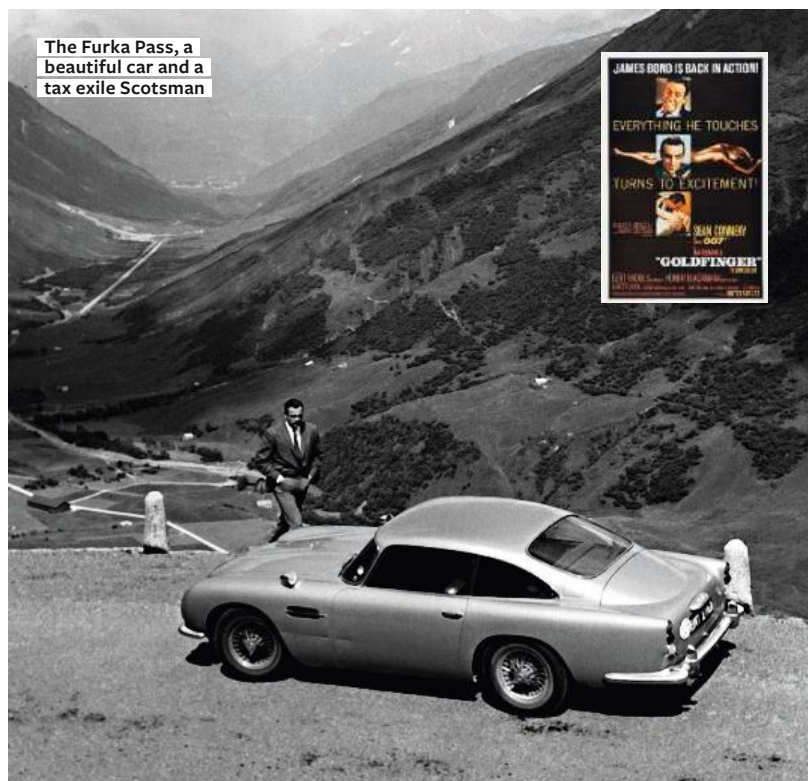


The Furka Pass, a beautiful car and a tax exile Scotsman

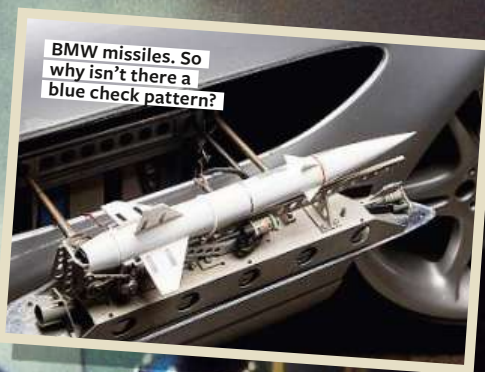


ASTON MARTIN DB5 GOLDFINGER

Probably the most famous Bond car of all, the DB5 first made a film appearance with Sean Connery in 1964's *Goldfinger* – a grand mix of gentlemanly flash that suited the British Secret Service to a tee. Anyone who had the Corgi toy will remember the gadgets, too: machine guns behind the front indicators, three-way revolving numberplates, a bulletproof shield at the back (suspiciously like a big lump of lead) smokescreen maker, tyre-slashing spikes and ejector seat. Proper stuff. It's also apparently the fastest DB5 in existence, because when Pierce Brosnan's Bond drives it in 1995's *GoldenEye*, it manages to match a contemporary Ferrari F355 Spider on a twisty mountain road driven by the ever-amusingly named Xenia Onatopp. The DB5 was only launched three months prior to filming *Goldfinger*, but was rushed into service to replace the DB MkIII that Bond drove in the books – who knew it would become one of the most iconic vehicles in movie history?

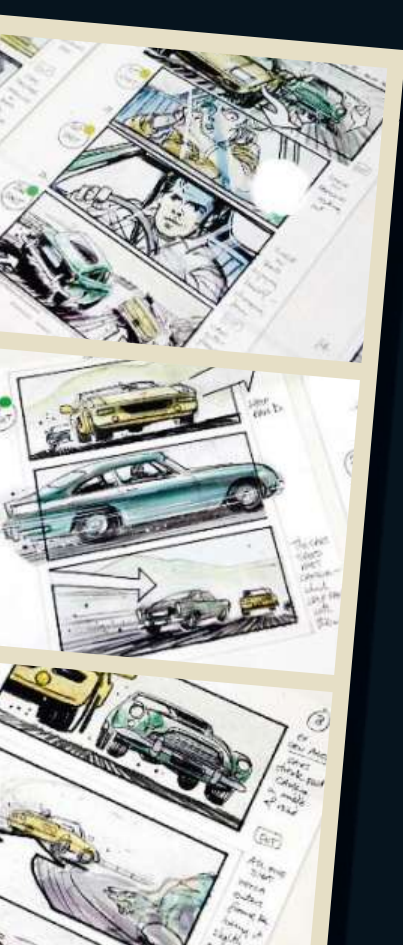


BMW missiles. So why isn't there a blue check pattern?

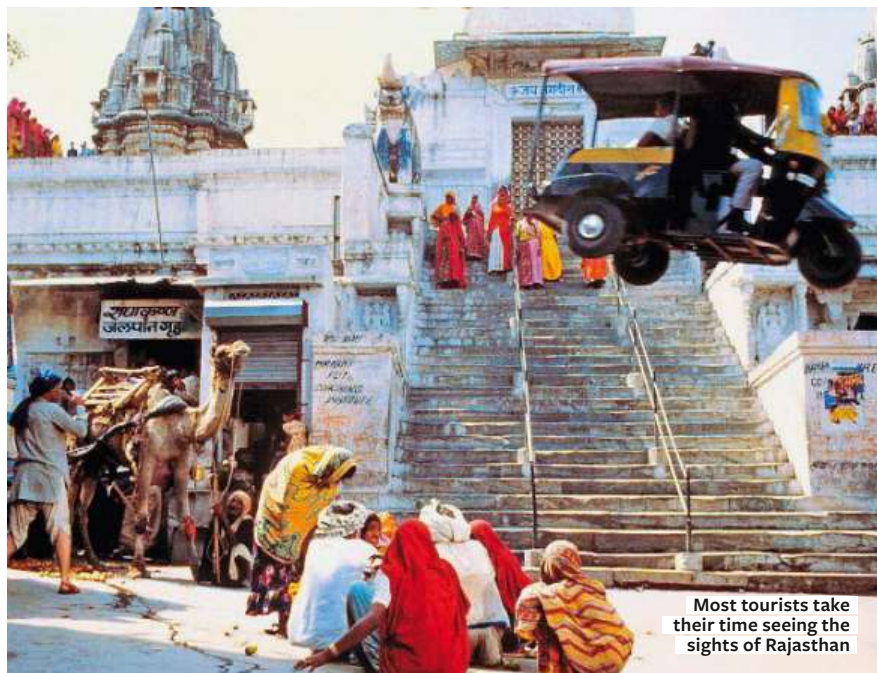


TUKTUK OCTOPUSSY

Technically a Bajaj RE, but more commonly known as a tuktuk or auto rickshaw, the three-wheeled taxi commandeered by an eyebrow-morphing Roger Moore in Bond's 13th film outing, *Octopussy* (1983), turned out to be a bit more than it seemed. The scene encompassed Bond winning a high-stakes backgammon game against an Afghan prince and then hooking up with local MI6 agent Vijay for a sharp exit. Our heroic duo are then pursued by said baddie Kamal Khan's shotgun-wielding henchgoon Gobinda through a busy market in a similar-looking vehicle, inevitably leading to some classic Bondesque call-and-reply lines: Bond: "We've got company." Vijay: "Don't worry – this is a company car..." Vijay then hits the gas and manages a quite spectacular wheelie from a vehicle that *should* be putting out in the region of half a brake horsepower. Seems like the Brits aren't the only ones with a Q Branch, or access to sports bike engines. The resulting chase sequence through the streets of Udaipur in India is one of the those early Eighties tongue-in-cheek sequences that still manages to be both exciting and funny – though it doesn't half feel dated now. Interestingly, Bajaj still makes the RE range, although the modern versions now include a 145cc two-stroke motor putting out a whopping 8.8bhp and featuring such luxuries as flush-fitting indicators that apparently "prevent water from seeping in". They still look pretty much the same, though, so if you want to re-enact your *Octopussy* fantasies, you still can...



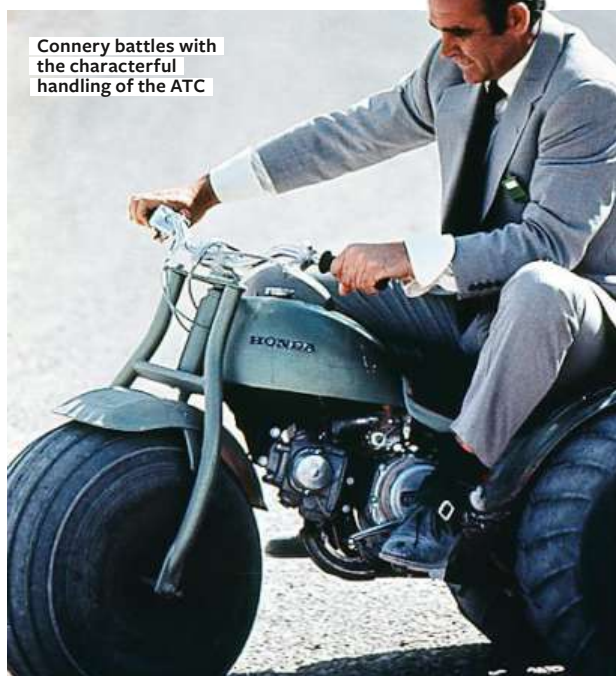
The DB5 has been a perennial favourite in the Bond library, and has featured in six films in total – *Goldfinger*, *Thunderball*, *GoldenEye*, *Tomorrow Never Dies*, *Casino Royale* and *Skyfall*. It's also had a variety of special features, though the least known is the teleprinter (sort of like a fax) disguised as a CD player.



Most tourists take their time seeing the sights of Rajasthan

HONDA ATC 90 DIAMONDS ARE FOREVER

It's 1971 and Sean Connery's sixth and final outing as the legendary spy, doing something that involved diamond smuggling, giant lasers and, of course, Ernst Stavro Blofeld and his penchant for fluffy lap cats. But the fact that Blofeld was creating extra Blofeld-alikes using extreme plastic surgery wasn't the thing we were most interested in. It was the moon buggy chase scene when Bond was escaping from the Willard Whyte Space Labs compound (interestingly, a gypsum mine located just outside of LA), and the little Honda ATC Bond acquires from his pursuers in the film. Admit it – we were all more bothered about the Honda. Why? Well, the ATC or All-Terrain Cycle, was the first ATV, a booming market in recreation-obsessed America. First appearing in 1969, it featured three high-flotation balloon tyres, an 89cc four-stroke single-cylinder, 7bhp and more character than you could shake a *Banana Splits* theme tune at (though younger readers may struggle with that reference). Basically, it was a life-sized toy that could be loaded into the boot of a large car – thank the Swivel-Lok handlebars for that – cost just \$595 and came with the capacity to break an ankle at 400ft, thanks to chronic instability. The suspension consisted of the tyres themselves, often running extremely low pressures (according to legend, less than the average human foot) to cope with sand or mud, and quite how Bond managed to escape his own shadow on one of these defeats the laws of physics and contributes to the magic of cinema. Interestingly, Bond even manages to look suave while piloting this weird little tricycle, even in a desert wearing a rather natty grey suit. Though we'd advise a helmet next time, James.



Connery battles with the characterful handling of the ATC

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Dark goes on in the swimming pool at Pinewood Studios



LOTUS ESPRIIT S1 THE SPY WHO LOVED ME

Another car made iconic by a Bond appearance, the white wedge first appeared in 1977's *The Spy Who Loved Me*, featuring Roger Moore. Invariably chased about by perennial villain Jaws – he of the stainless steel dentistry affectation – Bond's Lotus was unique in that instead of letting water in, as many production Lotuses were prone to at the time, it was actually a fully working submarine with anti-aircraft missiles. It was called 'Wet Nellie' – a reference to 'Little Nellie' (see over) and was piloted by scuba divers as it wasn't actually – *shock* – a submarine, but an S1 shell. The actual vehicle is now owned by Elon Musk – yep, that bloke who makes Teslas.

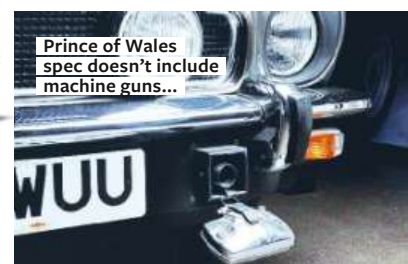




ASTON MARTIN V8 VANTAGE THE LIVING DAYLIGHTS

Another Aston for Mr Bond in 1987, this time a V8 Vantage in *The Living Daylights*, starring a new-to-the-role Timothy Dalton. The distinctive B-reg started off as a convertible Volante, but then appeared later 'winterised' by Q Branch, by the apparent fitting of an especially seamless hardtop, seeing as the numberplates were the same. Q also managed to include some extras during the mammoth weld-a-thon. Gadgets including a control panel under the centre armrest for the application of such wonders as wheel lasers, missiles – including a head-up targeting system displayed on the windscreen – outriggers, pop-out spiked tyres (now why hasn't anyone actually invented that yet?), a rocket booster and, somewhat more prosaically, a police radio receiver. The car was also bulletproof, which is probably why it needed the rocket – if all that gear were real, it'd weigh somewhere in the region of 80 million tonnes. The V8 Vantage – the original, that is – was hailed in 1977 as

'Britain's first supercar', thanks mainly to its impressive (for the time) 170mph top end. Indeed, it managed 60mph in just 5.3secs, pipping the Ferrari Daytona by a tenth, and did so swaddled in enough leather and veneer to sink a battleship. The motor was a 5.3-litre V8 fitted with high-performance cams, and though early cars used carbs, the ones used for *The Living Daylights* ran fuel injection. Serious Bond trivia comes from the fact that the ghetto blaster rocket launcher that Q fires in his lab in the film was actually operated off camera by the Prince of Wales during a visit, and in 1987 he ordered a Vantage Volante – presumably living out Bond fantasies. The prince's Vantage wasn't stock, mind, and although it didn't have a rocket, it did without the productions car's wide arches, front air dam and side skirts – leading to a small run of 26 cars in 'Prince of Wales' spec that are now the most sought-after early Eighties Vantages.



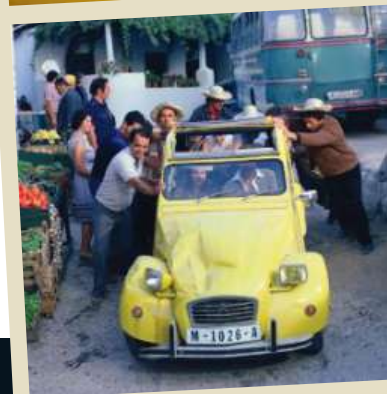
Skis – strangely
still not on Aston
Martin's options list

Prince of Wales
spec doesn't include
machine guns...



LITTLE NELLIE YOU ONLY LIVE TWICE

Amid the dodgy make-up and dubious commentary on race relations – possibly forgiven in the late Sixties – volcanos and ninjas, 'Little Nellie' starred as Connery's secret weapon in 1967's *You Only Live Twice* and was actually a real-life Wallis WA-116 Agile autogyro flown by its inventor, Wing Commander Ken Wallis. Basically a shrunken one-man helicopter, Nellie was powered by a 4.3-litre two-stroke engine, and measured just over 11ft, but still managed to pack a decent punch: a pair of machine guns, a pair of rocket launchers with seven rockets each, a sprinkling of air-to-air missiles, two flamethrowers, two smoke bomb things and a small swarm of parachute mines. All of which made her a bit of a flying armoury. Trivia buffs will note that she was actually named after Nellie Wallace – a British music hall star from the early 1900s, and the script for the movie was penned by none other than children's author Roald Dahl, based on Ian Fleming's original book.



Here, Connery is as Japanese as neeps and tatties



RENAULT 11 TXE A VIEW TO A KILL

Originally marketed by Renault from 1981 to 1988, the Renault 11 (the hatchback version of the saloon Renault 9) probably doesn't seem like the ideal car for Bond, seeing as it's got the kerb appeal of a brown velour sofa. But when it's 1985 and you have to chase a very scary woman called May Day (Grace Jones) who has just paraglided from the Eiffel Tower in Paris, a commandeered Renault 11 taxi is apparently just the job. This is the car that became famous for its ability to keep going even after sustaining grievous injury: first the roof gets lopped off as Roger Moore's Bond drives under a lorry, then the rear half of the car gets amputated when it gets hit by another vehicle. It's not certain whether this is a genuine testament to the little Renault's reliability under pressure or a sad indictment of French welding, but it made for entertaining telly. Proper stunts, though – all produced under the auspices of legendary stunt co-ordinator Rémy Julienne, even if it is a bit of a shame to find out that the half-car had little wheels hidden under the back bit...



The little car that could. Renault 11 gains marks for effort



The 2CV: not known for its aerobatic (or any other) ability

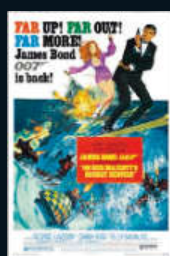


What? A good woman driver? No wonder Lazenby was ditched



MERCURY COUGAR XR7 ON HER MAJESTY'S SECRET SERVICE

Technically not his car, but that of George Lazenby's Bond's future wife, Tracy di Vincenzo (Diana Rigg), the Mercury Cougar XR7 Convertible in 1969's *On Her Majesty's Secret Service* was actually pretty hardcore. It was basically a rebodied Ford Mustang – Mercury's take on the popular pony car – kitted out with a performance package, which included a ram air hood scoop, rally wheels and high-backed bucket seats, as well as a full gauge kit. In fact, Bond never actually revved up the 428 Cobra Jet Ram Air (conservatively estimated to make 335bhp – though 400bhp was probably nearer the mark), letting Tracy do all the helmsmithery. Turns out she was pretty good, too, managing



to heave an old-school muscle car around on snow, albeit on studded tyres – and enter a stock car race during the chase, eventually leaving her pursuers upside down and on fire. No gadgets or Q Branch help with that, either, just good old-fashioned skills. Bond is obviously impressed, because he ends up marrying her at the end of the film, but it doesn't end well as she is assassinated by that pesky Blofeld...

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CITROËN 2CV FOR YOUR EYES ONLY

What it lacked in gadgets, the Citroën 2CV that starred in *For Your Eyes Only* in 1981 made up in pluck. As eyebrow-contortionist Roger Moore's Bond attempts to escape baddies in more powerful Peugeot 504s with Melina Havelock (Carole Bouquet) in tow, the little yellow peril manages to stop bullets and drive down the side of mountains without breaking. Thank its supremely long-travel suspension for that. It also survives being inverted by Melina, and then thrown back onto its wheels by helpful bystanders, at which point Bond does his casual misogynistic trick of taking over the 'proper' driving. Which entails not only escaping, but virtually destroying the entire car (which had had some mods, but not for the benefit of Bond directly). Stunt supremo Rémy Julienne decided that the standard 2CV's 29bhp, 602cc twin wouldn't cut the mustard for stunt duties, and replaced it with a more powerful 1,015cc flat-four from the Citroën GS, making a huge... 54bhp. It's also one of the few Bond vehicles that spawned a real-life road-going special edition (like the new Aston DB9 '007' Edition) in the form of a Citroën 2CV in the same yellow paint with '007' logos on the bonnet, bootlid and doors and stuck-on bullet holes. Tasteful.

THANK YOU

Thanks to the team behind Bond in Motion for their encyclopaedic knowledge of all things 007 – these pages would not have come together without their help and patience.

Bond in Motion is an exhibition that celebrates Bond, James Bond's vehicles and gadgets, and features everything from Wet Nellie to Little Nellie to Nellie the Cello Case Sled. It's on at the London Film Museum at Covent Garden for the "foreseeable future".

LONDON FILM MUSEUM
BOND IN MOTION
THE LARGEST OFFICIAL COLLECTION OF ORIGINAL JAMES BOND VEHICLES
007



THE MISSES

MERCHANDISE: DB9 GT 007 EDITION

Ask film fans what 007 drives, and they'll answer "Aston Martin". The DB5's iconic performance in *Goldfinger* and subsequent cameos has, despite the best efforts of Lotus and BMW, forever defined Bond as an Aston man.

What James Bond would never, ever drive is a run-out special. Hardly in keeping with the cutting-edge reputation of Q Branch, is it? And, likewise, the only way to make the impossibly gorgeous Aston Martin DB9 uncool is to drive one that

deliberately references Bond. Anyway, the DB9 has never appeared on-screen in the Bond franchise. It's like 007 breaking the fourth wall and winking. Totally out of character. Driving this car will not make you wittier, better at fighting or turn you into an irresistible lothario. It's merchandise.

And that's not the only time we've winced as Bond's ice-cool name has been besmirched with ill-judged utterances, mistakes and poor car choices. Here are the other worst cringe-moment offenders.





PRODUCT PLACEMENT: CRAIG'S HIRED REP CAR

After all the consternation over a 'blonde Bond', and going to the trouble of creating a new, back-to-the-start narrative for Daniel Craig, you'd have thought poor old craggy-face's first moment in a car as 007 would've come in something more exotic than the then-new Mondeo. And thanks to Ford's overlord product placement deal, Jags, Land Rovers and Volvos are suspiciously prevalent throughout.

WORST LINES: ROG vs BROS

Every 007 has had their share of corny lines, but Craig's are subtle and Connery's of the time. The worst has to be a toss-up between Rog Moore's "Just keeping the British end up, sir," after being caught in the act in *The Spy Who Loved Me*, or Pierce Brosnan's truly cringeworthy "I thought Christmas only came once a year" quip to a retching Denise Richards to end *The World Is Not Enough*.



RUIN A STUNT: BARREL-ROLL SLIDE WHISTLE

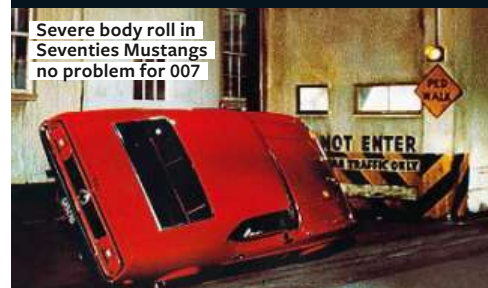
Still considered one of the most difficult, iconic stunts in movie history, two noises totally ruined the incredible barrel-roll sequence in *The Man with the Golden Gun*. First, Roger Moore's shocking "Ah sure am, boy" Southerner accent that's worse than Brosnan's British impression. The second? A CBeebies slide-whistle sound effect dubbed over the eye-popping moment his nicked AMC Hornet takes to the Thai sky.



Storyboarded to perfection. Dubbed into infamy. D'oh!

PHOTOS: REX, ALLSTAR

Severe body roll in Seventies Mustangs no problem for 007



STUNT FAIL: THE FLIP-FLOPPING MUSTANG

Two crews and two locations were used to shoot the most ambitious stunt in *Diamonds Are Forever's* Vegas-based Mustang Mach 1 chase. Unfortunately, when it was stitched together, someone noticed the car drives into the alley on its right wheels, and reappears balanced on the left. Ah. A hilarious, unexplained in-car shot was inserted to show the Stang apparently rotating within the alley, rather than reshooting the trick.



THE LEAST BOND CAR: BMW'S Z3 FOOTNOTE

There's product placement (see the Avis Mondeo, above), then there's pretending a car will have a starring role, then giving it a paltry two minutes on screen. *GoldenEye's* Z3 purports to hide stinger missiles and a self-destruct system, yet we get glimpses of it bumbling along a dusty track, then it's traded for a plane. Depressingly, BMW still gained a surge in Z3 deposits after the film's 1996 release.



Target-seeking guns we like. Invisi-cloaks belong in Hogwarts

DISAPPEAR AND NEVER RETURN: ASTON 'VANISH'

Frankly, we could've filled this page just using *Die Another Day's* crimes. Madonna's ear-gnashing title song, the ice palace, the face-shifting villains – it's all utter rubbish. But beyond the giant space laser and Brosnan kite-surfing a tsunami, the most unbelievable offender is the adaptive camo Aston Vanquish, which seemingly disappears. You don't need *MythBusters* to prove that's implausible to the point of insulting. Stick to ejector seats, Q.

FROM WINTER

This is not a Bond car. No, it's
something even more outlandish.
Say "Привет" to the Avtoros Shaman

WORDS: STEPHEN DOBIE /
PICTURES: JUSTIN LEIGHTON

RUSSIA STHOTOV

Coming soon to an
evil lair near you...
or Knightsbridge

“T

here are no roads in Russia, only directions.” So, apparently, said Napoleon Bonaparte, the man who led the French invasion of the world’s largest country. It’s a quite highbrow historical reference to help explain the

Avtoros Shaman, the 8WD beast you see before you.

Why is a two-century-old quote relevant to a bonkers extension of the SUV market? Because Russia, despite its vast scale, really is quite short of roads. As such, its people have churned out a variety of solutions on how to cross its terrain, some of them more ingenious than others. A Lada Niva on tank tracks, for instance.

The Shaman, though – or the шаман in the Cyrillic script the Russians use – is an altogether different proposition: a ground-up all-terrain vehicle (ATV) that’s been 10 years in the making. It’s a product of the youthful, post-Soviet generation keen to make local produce to be proud of, with a fastidious approach to keeping components and materials homegrown.

If you gorge on stats, then you’ll likely be disappointed. Its power figure wilts beside most repmobiles, a 3.0-litre turbodiesel from an Iveco van – regrettably sourced from outside Russia because local engines weren’t up to the job – providing 176bhp. The most jaw-dropping number, irrelevant as it may ultimately be to most of us, is the cost.

Nine million rubles may be a price best portrayed via a Doctor Evil impression, but it currently converts to a much saner-sounding £88k. Get lavish with the options, as the customer about to take delivery of this one has, and you’ll only just nudge £100k. For the 4.8 tonnes of material alone it seems a bargain, and that’s before you consider that all eight wheels drive and steer. A G63 AMG, a bit of a Russian favourite (with half the wheel count), is another £22k still.

But while Merc’s V8-propelled relic has been taken under the wing of Moscow’s posing posse, the Shaman is for an entirely different audience. It would be fun to roll incongruously into Red Square, knocking the cockiness out of G63 and BMW X6 drivers, but there’s even more hilarity in ignoring urban sprawls altogether and exploring what lies beyond them.

Avtoros MD Vladimir Volkhonsky tells me the Shaman will suit everyone from hunters to first aid crews to mineral resource explorers, even describing it as an alternative to a helicopter, so unhindered is the access it allows. As such, all sorts of specs are possible. More curious options include beds, minibus seating and a propeller. While most of the 15 Shamans so far have been purchased on company expenses, there’s more than a nod and a wink to suggest those buying are actually indulging a less mature, personal desire.

Because no matter what your life experience, it’s hard not to behave impishly in its presence. Photographer Justin Leighton – a man not short of air miles from visiting all corners of our planet to shoot a diversity of vehicles – has eyes and a grin as wide as mine, and we can do little more than point, grunt and squeak in the direction of the more absurd features. Scratchproof paint and outboard fuel tanks (see those black strips running above the rear wheelarches?) may be examples of form meticulously following function, but they indulge our inner geeks like nothing else.

Inside, there’s a central driving position. Notions of McLaren F1 glamour, however, are quickly

“NO MATTER WHAT YOUR LIFE EXPERIENCE, IT’S HARD NOT TO BEHAVE IMPISHLY IN ITS PRESENCE”

£88k buys you ultimate bragging rights... and an Iveco van engine



cancelled out by a seat resembling that of an Eighties Fiesta. Such basicness betrays the bargain pricetag.

But then it operates with the turn of a key, while the steering wheel, dials and six-speed manual gearbox are all decidedly conventional too. With my driver training from Vladimir on a 40-second delay – it's being relayed from Russian through an interpreter due to his pidgin English – such simplicity is something of a relief.

If, like me, you're surprised the Shaman doesn't drive its wheels through an automatic gearbox, then Vladimir cites both technical difficulties and the fact a manual transmission is "the sign of professionalism", here as much as in a sports car. It is, perhaps unsurprisingly, a notchy shift, while the gears are ludicrously short. The top speed is 50mph, but it'll get there at a respectable lick for its size.

What takes a little more learning is the control panel immediately left of the wheel; a bunch of buttons lock or unlock each of the four axles, for when inclines and declines are particularly steep, while others activate the eight-wheel steering, the self-developed component Vladimir is most proud of.



Two wheels in the air. Luckily there are six more




Low-pressure tyres minimise damage to the ground



We're not sure what we've just ordered...





AVTOROS SHAMAN

Price: RUB 9,000,000
(£88,000 approx)


Engine: 3.0-litre Iveco
F1C 4cyl inline diesel

Performance: 176bhp,
n/a lb ft, 50mph (land),
4mph (water)

Transmission: 6spd
ZF manual, 8WD

Economy: 11.7mpg
(combined); n/a g/km CO₂

Weight: 4800kg



THE FINAL FRONTIER



Russia is a huge country. Vast. An eighth of Earth's land mass. In all that endless space it has just 1.4 million km of road – about the same as Japan, and it's pretty much all contained in the western fifth of the country. A thousand miles east of Moscow and for the next eight time zones there's nothing. Nada.

So these vehicles are a response to the terrain, not proof that Russia can one-up a G-Class or a Hummer. And we do mean 'these' – the Shaman is not unique. OK, so the Dartz Prombron, which

we've driven on a couple of occasions before, is more oligarch protection vehicle than tundra transportation, but consider the Ghe-O Rescue and the Aton Impulse Viking. Tools for exploration as much as rich-man recreation.

No other country on Earth needs or creates machines like this. In the UK, our specialist car industry is a response to our enthusiasm for driving on tight, twisty B-roads – the lightweight, two-seat roadster. In Russia, conditions demand a different approach.

There are two modes for this: one to angle the rear four wheels in the opposite direction to the front four, for greater agility, and one for pointing them all at the same angle for the wonderfully disorienting crab mode. Its function, as far as I manage to fathom, is both to titillate my photographer and complete the loopyest parallel park manoeuvre on Earth, given a long enough run-up.

Once our conversationally stunted training session is complete, it's time to seek out some appropriately testing terrain to see just what the Shaman will do. Its factory is just a couple of hours from Moscow, so we're in a region of Russia blessed with the odd stretch of tarmac, so a short stint on road is required to take us to something altogether more challenging.

The Shaman will indeed do roads – Vladimir tells me it was one of the first items on the development to-do list – but I'm sure he'd be the first to admit they are far from its strongest talent. The sheer racket caused by its squishy off-road tyres and meagre

***"IT CAN DO THE
LOOPIEST PARALLEL
PARK MANOEUVRE
ON EARTH"***

soundproofing at such stratospheric speeds as 25mph drowns out any attempt to press him on the issue.

Fun as observing the shock and awe of locals is, cars diving towards us as drivers' jaws drop and cameraphones are ill-advisedly reached for, I'm already certain the Shaman will be much, much more at home once we're back on unmolested ground.

Vladimir points out it should stay unmolested, too, the Shaman's low-pressure tyres ensuring its impact on the glorious nature it traverses is minimal.

The sentiment doesn't last long. I approach a swamp, which Vladimir's excited gesticulations indicate I should plunge right through. With Justin and his camera on the other side, I aim to create the largest water splash I can. Well, wouldn't you?

I hare into the manky brown water, distributing it far, wide and high, before slowly bobbling my way to the other side and ascending effortlessly back onto terra firma. Stumbling out of its side door, two things are immediately apparent: the truly rancid pong that's permeating the air from the disturbed waters, and a whole family of fish flailing in vain, dragged out of the water in my wake. Guilt-ridden, I throw as many as I



Driving position
like F1. Similarity
ends there

can back in, concluding I do not have the killer instinct to hunt animals that this Shaman's future owner does.

I quickly get over it, though. There are very few ills cocking around on rough terrain in a mock armoured personnel carrier *won't* amend, I reckon. You're probably expecting me to reference Defenders and G-Wagens as I attempt to put into words the sheer fun of the Shaman's driving experience. But I'm not. What it reminds me of most is, erm, a Caterham.

With the eight-wheel steer activated, its agility is ludicrous. It's made to help you cut and weave through tricky forest tracks. And it does. But with a little more margin for error (i.e. no unforgivingly hard trees) at your disposal, the temptation to bung it into corners and throw power at it to emerge, wheel twirling away as you get back on the straight and narrow, is not unlike the one a Seven serves up on a twisty circuit. It's just rather slower and from a greater height...

Stephen ponders
doing a rather
slow runner...



It has removable
floorboards so you
can do repairs



Russians don't
do understated...
It's a brutal design



And how about this? Flick the eight-wheel steering to its most agile, floor it in third on full lock and you'll revel in the most unconventional donuts known to man. There are few more glorious feelings on wheels, though I'd advise exercising more calm if you have stricken adventurers or precious minerals on board.

We've not even got to the Shaman's ultimate party trick, and keen to show it off, Vladimir directs me to a river. The River Volga, to be precise. Europe's longest.

The stretch Vladimir has in mind isn't ferocious, but it does have a current, and I've no doubt it's very deep. As I pull up to the edge, the golden hour before sunset is just beginning, painting a lovely glow across the river and its once-peaceful fishermen. They now look perturbed that a large and aggressive vehicle has turned up. "We're going to cross the river," says interpreter Dmitri, in the deadpan way of someone literally relaying the words of another. I'm assured our

near five-tonne bulk will float, but I can only imagine how cheerfully those fishermen will chuckle if we fail.

Dmitri relays more straight-faced statements, namely "We've never crossed this bit before" and "Can you swim?" As a pairing they're quite something. Vladimir is keen to take the reins, and I'm not about to stop him. And so with the Avtoros MD at the helm, we shuffle slowly towards the water's edge, the boss pointing the nose of his company's creation down towards the waterbed.

Once the rear is proud enough of the ground, the slightly ramshackle propeller is slung on the back and connected up, linking it to the Shaman's controls. It looks for all the world like an under-endowed afterthought. Our descent continues, until the stomach-churning moment the wheels are separated from the ground and something the weight of two Discoverys must keep itself afloat.

That we didn't make the headlines tells you it's successful, though progress across the river can be gauged only by picking a reference point through the side window – I opt for a particularly disgruntled fisherman – and watching it gradually move from right to left.

Ten really rather serene minutes later, we emerge onto land like a hippo clambering ashore. The Shaman doesn't dispatch rivers with quite the lunatic abandon it does hills, swamps and forests, but then it's quite the boast it even does so at all.

The ultimate adventure vehicle? Vladimir's ambitious growth plans mean I'm inclined to say not for long. They include a pickup version of the Shaman, and an Avtoros take on the quad bike. The former will be able to hold a bison, so it will certainly accommodate the latter. Russia, it turns out, really doesn't need roads. **TE**





WORDS: JACK RIX /
PICTURES: WILSON HENNESSY

WEYBROOK



Bugatti's Vision GT: designed for the virtual racetrack, then made real. We arrange an illicit rendezvous with the Veyron's unhinged successor

W2.00

“THERE’S NOTHING SUPERFLUOUS, NO VENT ADDED FOR EFFECT, NO VANE DRAWN IN VAIN”



A

As it turns out, slipping past security – three of us, carrying armfuls of photography equipment – is the easy part. Attempting to sniff out one car among an ocean of metal, sprawled across 11 generously proportioned exhibition halls, is proving a little more tricky.

It's midnight now. The Frankfurt motor show, once vibrating to the sound of winking apertures, perspiring journalists and overworked espresso machines, is sleeping. What was, just a few hours earlier, a beehive of activity is now the world's most expensive, and expansive, car park. We tiptoe past row after row of cut-and-paste new cars, punctuated by the odd extraterrestrial concept – low, wide and impossible to produce. One stand merges into another, each hall looks remarkably like the last. Our bearings are long gone.

And then I see it, rising majestically above the other machines like a carbon-fibre meerkat: the wing that convinced us such a reckless folly was worth any repercussions 10 times over. Earlier in the day I queued up with the rest of the throng for 10 rushed minutes running my eyes and hands over the Bugatti Vision Gran Turismo, but I want more. I want some real alone time to appreciate the brutal styling, drink in the microscopic attention to detail and capture the moment on camera as the outside world snores away.

Hidden beneath a thin veil of race-bred styling cues: that wing, those front dive-plates, the single-seat cockpit – this is the next chapter in the Bugatti renaissance, the son-of-Veyron, the car destined to take its place at the summit of the automotive world. Or in the unequivocal words of Bugatti's CEO, Wolfgang Dürheimer: “We're building the world's fastest, most exclusive, most luxurious and most powerful production super sports car.” That's one hell of a brief.

It was originally conceived as an addition to the growing ranks of digital Vision Gran Turismo concepts (it will soon be available to download and drive virtually on your PlayStation), and Bugatti decided to go against the grain by building a full-scale car rendered with production-ready accuracy. Fittingly, the entire design process was computer-based, without a lump of clay in sight, while the build itself

only began in April. What sets the Bug apart from the other make-believe Vision GT show cars is that the painstakingly detailed engineering work has been carried out too. Given sufficient resources, it could be produced as is.

“We have dreamed about doing such a thing for a while now, but what we needed was a good story, something that made sense. And with the *Gran Turismo* series we had just that,” Sasha Selipanov, head of exterior design creative development told me when we met a few hours earlier. “We could tell and showcase our thoughts and ideas about what the next step of Bugatti's design is all about using this as a platform.”

What hits you first are the outrageous proportions. The Veyron was always a broad-necked bull of a car, but this? This is something else entirely. With the front splitter pushing forward, the running boards outwards and the wing backwards and upwards, it's stretched into a supercar caricature, something you only find in the furthest recesses of designers' imaginations. But there's nothing superfluous, no vent added for mere effect, no vane drawn in vain.

“What you have at the moment is a bit of a hype with everybody outdoing each other in fantasy numbers and science fiction. We took a completely different point of view and said, ‘If we had a chance to go racing in one of our cars, what would we virtually do to it?’, and on a realistic performance base do exactly that – go racing, take all the weight out, everything is stripped,” says Achim Anscheidt, head of Bugatti design. “There is no fooling around with these items. Every square centimetre comes under scrutiny to make sure it would be a viable item to go racing with one of our cars.”

Beneath the carbon-fibre bodywork it has the guts of a Veyron – a fully functional quad-turbo 8.0-litre W16 and, according to Frank Heyl, exterior design boss, it's the powertrain that dictates that cartoonish shape to an extent: “We have the engine set right in front of the rear axle, we have the gearbox out in front for perfect weight distribution and that gives us quite a wide seating track and a wide cabin. This defines the architecture, so the proportions of the vehicle are defined by its power.”

Ah, yes, power. This is a Bugatti, after all. Here's what we know: the physical concept car is fitted with a real W16 engine, but only



VIRTUAL FRIENDS



Aston DP-100

Stealth looks, a mid-mounted 800bhp twin-turbo V12 and an Aston badge glued to its nose, last year's DP-100 is the stuff of teenage boys' dreams. We won't discuss what kind of dreams in a family magazine...

Infiniti Vision GT

Infiniti has a history of designing powerful, elegant concept cars. This, seen at Shanghai earlier this year, is the best of the lot. Now all it needs to do is build one and liven up its lacklustre range.

Hyundai N 2025

Who knew Hyundai could produce something as captivating as this? Half LMP1 car, half insect and wholly gorgeous, this 2015 Frankfurt concept could lead to a real supercar from the Koreans.

Nissan Concept 2020

Nissan denies it, but this 2014 concept previews the next-gen GT-R. The powertrain tallies with our intel by bringing together a twin-turbo V6 with three electric motors.

Chevrolet Chaparral 2X

Most Vision GTs keep things in the realms of reality. Not Chevy. Essentially an X-Wing fighter with wheels, this 2014 machine packs a 900bhp EV powertrain. And a laser beam...



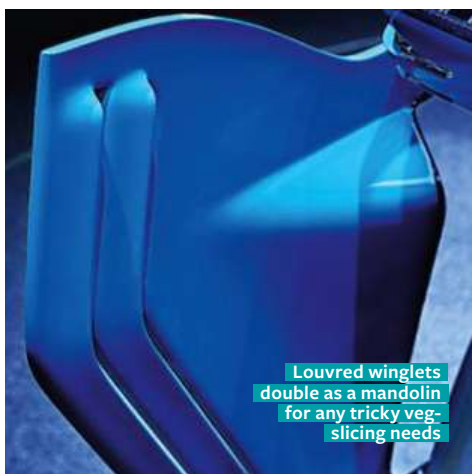
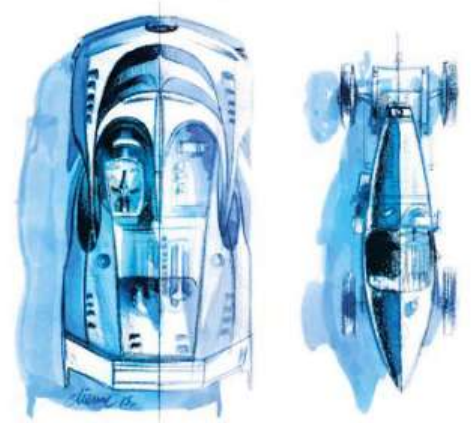
BUGATTI VISION GT



Wheels and tyres
match bodywork.
Nothing says fast
Bugatti like royal blue



Centre console houses
REAL buttons. No
virtual reality nonsense
in here. No, siree



Louvre winglets
double as a mandolin
for any tricky veg-
slicing needs





The fuel filler cap has 16 rivets to complement the engine's 16 pistons. Obviously...

engineered to be able to roll on and roll off stage – so there'll be no 200mph test drives anytime soon. It does, however, have a theoretical output that will be revealed when it becomes available for the *Gran Turismo* game. Using this mystery power figure and computer models of the car, Bugatti was able to run theoretical laps of the Le Mans circuit – and you can see the freakish results on the page opposite.

The end game, of course, is a full production car already labelled 'Chiron' by rumour-mongers. When exactly we'll see it is still shrouded in mystery, but Dürheimer has gone on record saying "in the not too distant future". We'd say early next year is a reasonable bet. Given Bugatti's status as a halo brand for the VW Group, and the existence of the P1, 918 and LaFerrari, we'd put a few quid on it being a hybrid too.

Enough speculation, back to what we know, and that's what this beast really looks like. Pick an angle, and there's enough detail, shape and flow to keep your eyes engaged for an age. Take a couple of steps to either side, and the form morphs into something else, setting your pupils off on another mission, dancing from point to point in constant disbelief. It's mesmerising stuff – I feel honoured, no, humbled, to be in its presence.

If you ask Selipanov, that's the whole point: "The idea was to end up with a project that is super-memorable, because if you look at current LMP1 cars and today's F1 cars, they have been so fragmented by aerodynamics that there's no real graphical imprint of the car.

"You're fascinated by the detailing, the proportions are attractive but you're not left with a picture of a car. With this, you walk away and clearly remember what the front, side, rear and that crazy fin on the top looks like as well." He's not wrong, and it's those four sections: front, profile, bird's-eye and rear that give us the biggest hints to how Veyron v2.0 will finally look. Anscheidt, the chief, walked me through the elements we'll see again soon. "At the front, there is the eight-eye face next to the horseshoe development. In side view, there is the Bugatti line, the performance line. In top view, it's the strong centre line and lastly there is a much more horizontal look at the rear as well."



MORE TG
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to see a 360°

Bit of a whistle-stop tour, but the guy doesn't want to give much away. Even so, two things are glaringly obvious – strip away the downforce-boosting bits of bodywork, plus the wings, stickers and other racing addenda, and you're looking at the new Bugatti, simple as that. Undoubtedly a riff on a chord struck by the Veyron back in 2005, but more aggressive, sharper, higher tech in all areas. Secondly, even minus the aero, it utilises and bends the air in a way its predecessor never could.

Stuffed into that floor-to-ceiling swoop along the sides (designed to mimic Ettore Bugatti's signature...) is a curved radiator – the perfect unison of form and function. At the front end, air that's gulped through the horseshoe grille and lower intake is expelled through a bonnet vent, and louvres on top of the arches. The headlights double as extra intakes, channelling cool air to the front brakes – air that's picked up by fender pods as it exits the wheelarch to smooth its passage down the sides.

The interior is pure function, but licked with Bugatti's effortless style. A high centre console, similar in shape to the exterior side scoops, houses a thin strip of buttons – all physical switches, so you can operate them in racing gloves. That blue suede you can see on the seat and the wheel? A special lightweight, grippy and ultra-durable type normally used to make F1 drivers' racing boots. Two curved screens, one on the wheel and one behind it, relay all the relevant information right in front of your eyes, along with feeds from three exterior cameras so you know precisely where your opponents are. Keep peeling back the layers, and more ingenious touches come into focus. There's a panel in the roof for removing the driver in case of a crash; 16 rivets on the fuel filler cap, one for each cylinder, and a plaque on the doorsills signed by Kazunori Yamauchi, aka Mr Gran Turismo.

It's some time around 5am that the strip lighting flickers into life. We take our cue, pack up and beat a hasty retreat, slipping out into the still-black Frankfurt morning. Success: I got the one-on-one I craved and the clarification I needed. This concept is no rush job or cheap shot at short-term publicity – it's Bugatti's future laid bare. **TG**

IN THE VIRTUAL WORLD

B

ugatti has form at the Circuit de la Sarthe. Its last win at the 24 Hours of Le Mans was in 1939 with the T57G 'tank', but it competed (not particularly successfully) as recently as 1994 in the EB110. Now it's back! Sort of.

Using computing power way beyond our comprehension, Bugatti ran a series of simulations, and the results aren't just food for thought, they're a full-on banquet. The current lap record stands at 3mins 17.6secs – set by the Audi R18 e-tron LMP1 car – and the Bugatti is only a second and half behind. Given how much lardier the Bug is, that's extraordinary.

It hits over 260mph in four parts of the track, and touches 278mph before the PlayStation Chicane – 10mph faster than the Veyron Super Sport's 267.8mph world speed record.

Clearly, the Vision GT has some aero tricks up its sleeve, including a double drag-reduction system that flattens the rear wing and opens louvres at the front, allowing more air under the car so it slips along easier. Conversely, the wing also acts as an airbrake so you can drop the anchors a little later.

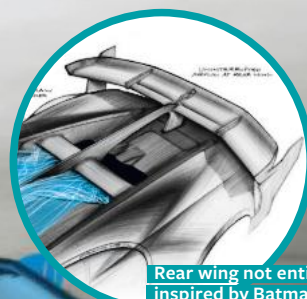
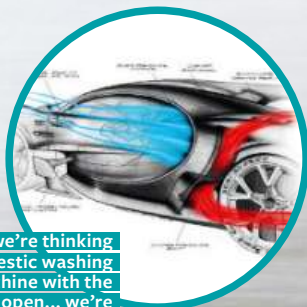
Ready for some TG maths? Assuming 278mph (let's call it 280mph) is the Vision GT's Vmax, and assuming the overall Cd is the same as the Veyron (although we suspect it's a smidgen higher), we can calculate the engine's power output.

Now, the force to move through the air is proportional to the Cd and to the square of velocity. And because power is force times distance over time, power to move against that force also rises with velocity, so power rises with the cube of velocity. Got that? All you need to know is that to buy that 12.2mph gain over the 1,183bhp Veyron Super Sport you need 1,352bhp (an extra 169bhp). How closely that relates to the road car, we'll have to sit tight and see.



The Bugatti-designed replacement for the Trevi Fountain was still in the early stages of design...

OK, so we're thinking domestic washing machine with the door open... we're guessing Bugatti isn't



Rear wing not entirely inspired by Batman, but Bruce Wayne was on the mood board, that's for sure



WILDA



WORDS: TOM FORD
PICTURES: JOHN WYCHERLEY

The Trans-Alaska pipeline, a tiny Mazda MX-5 Roadster, a bear, a man and a unicycle. **Tom Ford** takes on the endless Arctic tundra in the least appropriate vehicle ever...

THE ARCTIC



It's roughly quarter to six in the morning when I nearly run over a bear.

Or run *into* a bear, since the fuzzy hillock staring at me from 20 feet away probably weighs about the same as the MX-5 I'm driving. We gawp at each other for a while, the ursine and the human, as confused as each other. The bear wondering why a small, off-white roadster should have suddenly appeared in its remote territory north of the Arctic Circle, when the usual occasional traffic consists of easily avoided big-rigs, and me on the grey edge of hypoxia because I've forgotten to breathe. I have the roof down. To a hungry bear, I probably look like semi-tinned dinner. Very slowly, I reach for reverse, begin to crawl backwards out of pouncing range and promptly nearly hit the camera car. Luckily, reinforcement seems to provoke a reaction, and the Grizzly whuffs mightily from somewhere in her sternum and ambles off into the trees. At the opposite end of the respiratory spectrum, I gulp air like a drowning man.

Ten minutes later, I nearly run over several things that look like steroidal chipmunks, an adult beaver and a lynx – a cat the size of a labrador, with huge furry feet the size of my spread hands – and decide that the Alaskan wilderness really is dangerously full of wild. And that it was a faintly ridiculous idea to try to drive the entirety of the Dalton Highway – and back – in a small roadster with the roof down. It sounded like a jolly notion in the UK, but the chances of being messily attacked by the local fauna are somewhat less intense in rural England. You don't tend to get badgers as big as your car where I live.

There is method, of a sort, to the madness. The MX-5, like it or not, is considered to be a little bit sports car-lite. Something the hardcore wouldn't consider, because it's amiable and practical and doesn't try to vault you spitefully through the nearest hedge every time you make a minor mistake.

And yet, here we are. At the top end of Alaska, attempting to verify the little Mazda's intrepid credentials by doing something ridiculously rugged. Of course, it's largely pointless, because you either get the idea of the MX-5 or you don't, but I happen to believe that brilliance isn't necessarily allied to scariness, that you don't need to buy cars exclusively using the currency of testosterone, and that the friendly little Mazda is more than capable of delivering proper sports-car fun no matter what the environment.

Which is why we're driving the new MX-5 up the James W Dalton Highway north of Fairbanks, Alaska, to the Prudhoe Bay oilfields on the edge of the Arctic Ocean, to prove that affable doesn't have to mean a lack of capability. What it will mean is a proper adventure for this little car, because most people even bothering to attempt this road do so in, at the very least, an SUV, if not something with more than four wheels and its own water-purification system. The road was built as a supply route for the Trans-Alaska Pipeline System back in '74, is one of the most isolated roads in the United States, and one of the few I've ever driven where the tourism advice is to *bring survival gear*. That's 666km of dirt and gravel road to the top, 666km back, plus a few hundred clicks of tarmac from Fairbanks. For extra macho points, I would also carry all my own spares and fuel, and attempt the journey without closing the roof. Because it's summer, and that's what roadsters are for.

Unfortunately, what I hadn't bargained on was that an Alaskan summer has an irritating tendency to rain. A lot. And when you drive a non-tarmac road that is pretty much exclusively used by heavy trucks supplying industrial sites – the Dalton is featured on the popular TV show *Ice Road Truckers* – you find that you also subject yourself to quite a lot of mud. And ruts. And potholes. Absolutely none of which are inherently kind to small, two-seat roadsters which some pillock has left defiantly open to the elements.

At this point, I wish to point out that this MX-5 is completely standard. As in *completely*. We're on 17in alloys and summer tyres, with a stock 2.0-litre, 158bhp, 148lb ft naturally aspirated engine. The only things I'm carrying are a pair of spare wheels plus tyres, a couple of jerrycans of unleaded and a kilo of trail mix. Although it would have been handy if I'd also remembered to pack a jack. Still, as my nose and eyes clog with mud and the car starts to shake like a badly balanced washing machine, I look forward to the next 1,000-odd miles with the same excitement I would normally reserve for a four-day bout of gastroenteritis or vicious street robbery. At least I've got heated seats.

Honestly, it feels like being on one of those vibrating Victorian weight-loss contraptions. Constantly jiggled and shuddered until my insides feel like



MORE TG
Download the
TopGear app to
watch the video



The pipeline is a constant companion. The other is mud...



Ford goes feral. You just don't touch a man's Haribo



The more regular traffic on the Dalton consists of these



Yukon River Camp. A positive metropolis out in the wild



Pull over. If one of these hits you, it might not even really notice





**“IT FEELS LIKE BEING ON
A VICTORIAN WEIGHT-
LOSS CONTRAPTION”**



foam. The USB ports that charge my phone oscillate themselves from their slots every 20 or so miles – not that it matters, because there is precisely no phone signal anyway. After some 50-odd miles, I feel a bit sick. It's not as if the view is particularly stunning, either. Yes, the enormous twin barrels of the pipeline that shadow the road are fascinating for the first few miles, but weirdly, after a bit you start to get used to the scything black lines that scar the view, whose pump stations can move 754,000 barrels of oil a day. The countryside is pleasant enough, though not an awful lot different to what we've enjoyed on the Elliott Highway out of Fairbanks – long, sweeping ridges furred with black spruce, aspen and birch. If you like trees, there's plenty to get excited about. As in millions of acres of excitement. I can't get excited, because my eyes have gone numb with the jiggling.

First stop is the Yukon River Camp, and a chance to fill up with fuel and food, seeing there are only a couple of places on the Dalton that actually sell either. The weather has turned grey, mist-filled and close, causing a particular kind of all-over wetness that slides into collars and pokes dead, damp fingers into unprotected seams. There is no view as such, and Yukon River Camp can best be described as practical. Because this area is protected, technically there can be no 'permanent' structures, so everything is constructed of a shambling Lego of trailers and Portakabins. The petrol station is literally a tank of fuel with a hose attached, and the prevailing custom appears to be various species of grizzled trucker and a couple of hardy enduro bikers. Bikers who – tellingly – turn around and peel off back towards civilisation after wondering why the hell I'm driving around in the rain with the roof open, and laughing at my mud-spattered face. The truckers just grunt and look at me as if I have some sort of mild madness.

A couple of hours later, and I'm wondering the same thing. The weather has turned even more disagreeable, and things are less than pleasant in the MX-5's cockpit. Not through any fault of the car – those heated seats really do work – but I've got a spare wheel and tyre in the passenger seat, a passenger footwell full of petrol cans, and freezing fog simultaneously obscuring the view and trying to burn my ears off. There's also the tortuous nature of the Dalton. Because it lies. Basically, at certain points, the Dalton Highway has stretches of perfect asphalt. A blessed relief after being generally beaten to a pulp by the ridges and ruts left by the heavy-duty traffic. But they never last long enough, and serve to remind you how bad things are on the dirt in a low-slung sports car when you inevitably drop back onto the ungraded bits. And then there's the trucks themselves: giant chrome-laden titans, often dragging enormous loads, that Do Not Stop.





MX-5 cuts through "small puddle" near Deadhorse Camp



Sid and Ford decide who has the fewest marbles



You know you're tired when this sign fails to raise even a snigger



The Arctic tundra: not the usual habitat of small roadsters



When one bears down from the distance, you'd better get the hell out of the way – especially if you're in a vehicle that might escape notice. Beware, mind, because the margins of the highway are gravel, and when you drop your right-hand wheels into deep kitty litter at 50mph, you'd better be holding on. After the first few breathless games of slippery chicken, I slow down to pass.

It's tiring, hard work, this. A grind. We're headed to a place called Coldfoot, at milepost 175, but some 60 miles before we get there, we cross the Arctic Circle at precisely N 66° 33' W 150° 48'. There should be some sort of change in the environment to jolly me along, but there isn't, just a sign and a load of tourists in an all-wheel-drive tour bus who take pictures of the crazy person in the mud-brown MX-5. It's still raining. I feel no sense of accomplishment whatsoever. Several hours later, we arrive in Coldfoot, realise that our 'hotel' looks like the kind of place featured in the title sequences of a movie where everyone dies, and get a bit sad. I knew it was getting bad when I failed to smile as we passed Gobblers Knob.

Next day, and after a fitful night's sleep, we meet the bear and the lynx, and it buoys us. We track through the 'pingo' field below Sukakpak Mountain – a weirdly Arctic phenomenon where meltwater gets into the permafrost and splits the soil, making it look like the surface has lightly exploded, head up into the Brooks Mountain Range, pass the last tree on the Dalton Highway (it gets its own sign) and head up the Atigun Pass. The Atigun is significant. Mainly since it's snowing, I'm on summer tyres, and this is the highest pass in Alaska, at 4,739ft. I also still have the roof down, and the temperature has dropped to -15°C. It's also important because this is where we cross the Continental Divide: rivers to the north empty into the Arctic Ocean, while rivers to the south empty into the Bering Sea. We're heading into the tundra proper.

Again, I'd like to say at this point that I'm filled with the awe of adventure and manage some Bear Grylls-ish wonder at the magnificent outdoors. But I'm not. I'm filled with the need to survive until the night-time, and the need not to crash or break down in a place where rescue and medical services are several hours away. The MX-5 has taken an absolute beating and, apart from having several kilograms of mud throwing the wheel balance into fits, it's simply doing what it needs to do. Which, in several instances, involves drifting around snowy bends on the side of cliffs. Believe me, I wouldn't be

happy doing *that* in anything else. So 160-ish horsepower isn't that much, but with the standard-fit LSD working hard and rear-wheel drive, the MX-5 provides the kind of fun that doesn't leave you upside down in a ravine at the end of it. It's utterly, utterly brilliant.

Unfortunately, only a few miles later we're also some 350 miles into the journey on the other side of the pass and driving across completely flat Arctic tundra with all the distinguishing features of a large brown carpet. It's heavy with fog, alternately snowing or raining, and desperately miserable. We pass a place called Happy Valley – basically a collection of huts – and I can't think of a less appropriately named area in the entire world. There's nothing here, just a fog-laden hint of a horizon, various shades of brown and a neon-speckled man on a unicycle.

Hang on a minute. My brain slows to a crawl. I just drove past a man on a unicycle down a mud road across the Arctic tundra several hours from civilisation. Handbrake, one-eighty, let's see if I'm hallucinating. Five minutes later, and my own sanity is confirmed by the reality of Sid, who really *is* riding a unicycle down the Dalton. He flew into Prudhoe Bay, some 80 miles north, and is *unicycling* down the Dalton on his way to *Montana*. That's 3,000 miles away. This is momentous news. Mainly because I realise I've just driven over the Atigun Pass and thought it was hard and Sid can't even freewheel down the good bits. We chat for a bit, and it turns out that our monocyclist is doing this for adventure's sake. Because he enjoys it. And it's enough to make you feel better that the human race still contains the kind of people who do crazy things just because they can. Sid also mentions that he thinks I'm insane for driving a car like the MX-5 up here, never mind with the roof down. We find solidarity in our stupidity, and I leave him to continue.

Arrival at Deadhorse at the bottom of Prudhoe Bay is achieved late in the evening. Again, the accommodation and dining facilities are loosely based on the idea of an oil rig, and that's basically what they are – Deadhorse only exists to support the pipeline and oilfield operations in the bay. It has a permanent population of just four, with a part-time complement of between three and 6,000 people. There are a lot of bearded, muscular men with forearms like scaffolding poles. Most of whom laugh at the MX-5. Alcohol is banned. You can guess why. We attempt to get to the coast, but as it turns

**“THE MX-5 HAS TAKEN AN
ABSOLUTE BEATING – IT’S SIMPLY
DOING WHAT IT NEEDS TO DO”**



out, the final section of the road is actually owned by the oil companies, and we are forcefully thrown out by a BP security guard, who – in a fit of bored pique – calls all the other local security guards to tell them to watch out for us and bar passage. We're pretty easy to spot, and there's not much to do in Deadhorse at night, so we retire early and prepare for the monotony of the return journey the next day. I could mention the toilets that have nothing but a short shower curtain separating you from other occupants of the shared bathroom here, but I'm still too traumatised to recall it.

Morning dawns, and I trudge to the car weary and beaten; the return trip promises the reflection of the outward, and I'm not looking forward to it. But the sun is finally out, and it's like God's own magic trick. The veil has been pulled back on Alaska. The sky is brochure blue and film wide; so incredible it seems almost artificial. Suddenly, the monotonous brown velour of the tundra becomes some sort of Zen canvas on which to paint your imagination, full of subtle colour and hidden life. The Franklin Bluffs on the side of the Sagavanirktok River are basically Martian shades of yellow and ochre – due to the iron-rich soil – and the landscape is sluiced with hundreds of small rivers and lakes that slide over the flat vista like mercury. It's also hot. Like 22°C hot, and the sun is shining. And the MX-5 feels... triumphant. It's the most appropriate, best car for this journey at this point, and I couldn't be happier.

All that pain and discomfort, just for a few minutes of this, would have been worth it. But we don't get just a few minutes. We get hours of intense beauty. The day is a blur – literally as well as metaphorically, unfortunately, because the bumps haven't evaporated – but still something best described in the style of a gratuitously overwrought Victorian novel.

We catch up with Sid – he's done another 35 miles – and give him biscuits.

The tundra, even given its simple nature, is radiant. The Atigun Pass is splendid. All of it lounging in sun, and a breeding ground for superlatives that don't seem quite big or spectacular enough to encompass the punch in the

**“WE SAIL THROUGH THE DAY,
RUNNING ON COMPRESSED
AWE AND CHEAP COFFEE”**



guts some of these views contain. One piece of road that swoops regally down a valley and then up into the Atigun is eternally shadowed by the slithering pipeline, and beautiful enough to make you have to take a moment. And the view is a thief. It steals a piece of your heart and never gives it back. We sail through the day, running on compressed awe and cheap coffee, constantly shaken and beaten, but elated. The air tastes fresh and clean, wild and green, and there's no better way to experience it than in a little roadster exposed to every scent and sight, an endless joy of impossible things. We get to Coldfoot, and the Portakabin hotel feels like a palace. The food tastes like manna. We have seen the Arctic at its best, and it is dazzling.

The next day isn't quite as spectacular, but it's still fresh and sunny, and in between doing a little light fishing in forested lakes where swarms of pigeon-sized mosquitoes try to bite your face off, we drive, and refuel the Mazda at the side of the road. I spill petrol on my feet and spend the day smelling like an accident waiting to happen, but nothing can dent the mood, and the forest becomes something from a fairy tale, a full Pantone chart of greens broken by vibrant reds and golds and rich, earthy browns. There are eagles and ducks and geese and funny-looking squirrels that come barrelling out of the undergrowth like suicidal doormats. We rewind the journey, but

the song isn't the same the second time around. It's joyous and full, and completely satisfying. Back to Yukon River Camp, back to the Elliott Highway and back to a proper road where somehow the spell is broken and it feels like we're back in civilisation. Phones happily chirp their connections, emails torrent into inboxes in a fanfare of modernity, and we're done.

Once we're back in Fairbanks, it takes hours to clean the Mazda up into some semblance of order. There's mud concreted into the wheels, and the only vaguely presentable part of the interior is the seat covered by my body. But, as we drive back to return the car, the little MX-5 is as fresh as when we picked it up. It's been on a journey that most balk at making in a full-house off-roader, and it never missed a beat. Delivered fun in a way that made me feel safe, skipped where other cars would have tripped, and became a companion rather than a vehicle. Not a hardcore sports car? Not from where I've been sitting. And when the Arctic decided to bring its full majesty to bear on that couple of sunny days in October 2015, I swear, on my life, there wasn't a better seat in the house. **TG**



MAZDA MX-5 2.0

Price: £23,295

Engine: 1998cc, 4cyl petrol

Performance:

158bhp @ 6000rpm,

148lb ft @ 4600rpm

Transmission: 6spd
manual, RWD

Economy: 40.9mpg
(combined); 161g/km CO₂

Weight: 1090kg





THE EXECUTIVE ORDER

Time to establish the
hierarchy in the
compact exec class.
Jag XE takes on
Merc C and BMW 3

WORDS: OLLIE KEW
PICTURES: RICHARD PARDON



e're going to clear the air around the absent Audi first. The brand-new A4 ought to be headlining this grudge match between the latest compact executive saloons, but unfortunately it's actually so

new that Audi, try as it might, couldn't get hold of an available car. Find out on page 143 how the new A4 would have figured in this company, but from here on in, this is a rear-wheel-drive-only zone.

Not that we'll be gunning for throttle-adjustable larking about – these are the workaday 2.0-litre, four-cylinder turbodiesels. The cars we actually buy. Sure, the XE S and its beating F-Type V6 heart looks good in the promo shots, but it's this Ingenium-engined R-Sport (because everyone needs a line in sporty-initialled bodykits these days) that really takes the fight to the apparently facelifted BMW 320d M Sport (see what I mean?) and Mercedes-Benz C250 AMG-line – S-Class notwithstanding, the best non-AMG Benz around.

I'm setting off in the Jaguar as it's the newest, least familiar car here, charging into a blazing watercolour sunset toward the Welsh border. It's a slightly odd sensation to be tacking along unnoticed among the traffic in one of the most important cars of 2015, hyped to the gunwales yet attracting no attention. The XE is so critical not only for Jaguar volume sales but how it's perceived as a mainstream BMW and Mercedes rival (or beater), it feels like it should have a police escort to announce its progress. I'm not entirely convinced it is a game changer, as an object. For me, the chopped-tail styling is smartly conservative but a missed opportunity to create something properly pretty, which the hand-gnawingly gorgeous Alfa Romeo Giulia can capitalise on. Others in the *TopGear* office reckon the inclusion of F-Type cues in an ultra-moderate class is Ian Callum's Sistine Chapel.

Likewise the cabin – it's ultra-clean and minimalist, and the low-set driving position is crucially spot on, but most functions depend solely on a touchscreen system that, although graphically attractive, isn't as intuitive or responsive as it ought to be. Granted, the austere 320d is still about as inviting as public transport in comparison. Then again, a 3-Series or C-Class owner would contort into the XE's rear seats horrified at its cramped headroom and kneeroom and mutter about that taut tail's appetite for rear visibility. Jag can rightly counter that these cars spend the vast majority of their lives one-up, and children don't give a monkey's about the C-Class's beautifully appointed door trims and intricate, acid-dipped speaker grilles.

There's no argument about the XE's ability to imperiously cover huge miles. This evening dash to Cardiff to rendezvous with the Germans is perhaps one of the most crucial strings to its bow – the BMW-matching ability to cruise at 70mph, maintain a steady 50mpg and soothe your brow. I was stressed and tired when I left London, miffed about the weather and mid-afternoon traffic. If the Audi had been here I'd have been magnetised to the central reservation in the outside lane. In the Jag, there's a



Three fleet manager's specials go hunting for Audis. And each other



BMW buttons now have gloss finish around them. Like wow



Touchscreen looks ace, but both German cars have better systems



BMW 320d M SPORT

Price: £32,085
(£43,620 as tested)
Engine: 1995cc, 4cyl,
187bhp @ 4000rpm,
295lb ft @ 1750rpm
Performance:
0-62mph in 7.3secs,
143mph max
Transmission: 8spd
auto, RWD
Economy: 67.3mpg,
111g/km CO₂
Weight: 1505kg

MERCEDES C250 AMG LINE

Price: £36,710
(£44,970 as tested)
Engine: 2143cc 4cyl,
201bhp @ 3800rpm,
369lb ft @ 1600rpm
Performance:
0-62mph in 6.6secs,
153mph max
Transmission: 7spd
auto, RWD
Economy: 65.7mpg,
113g/km CO₂
Weight: 1595kg

JAGUAR XE 2.0d R-SPORT

Price: £34,775
(£43,815 as tested)
Engine: 1999cc 4cyl,
178bhp @ 4000rpm,
317lb ft @ 1750rpm
Performance:
0-62mph in 7.4secs,
140mph max
Transmission: 8spd
auto, RWD
Economy: 67.4mpg,
111g/km CO₂
Weight: 1565kg



**XE: no active dampers,
but makes an epic fist
of smothering UK roads**



sense of well-being that transcends nitpicking over its insensitive touchscreen and naff-looking instruments.

The Jaguar is marginally ahead on official running costs, too, but the differences are infinitesimal and just spec'ing 19-inch wheels or the automatic gearboxes present on these three can make or break your fleet manager's budget. The XE's 67.4mpg claim is a scant (perhaps cynical) 0.1mpg superior to the revised 320d, which it ties with on 111g/km. The Mercedes loses the CO₂ game at 113g/km – not enough to fall into a pricier tax band, mind. In this company, its on-paper 65.7mpg is the thirstiest (hah!) here, yet it proved the most economical on test, or rather, the easiest to extract high-fifties mpg from. The BMW's Eco Pro mode, which puts a chock beneath the throttle and tells you when to lift off it to enhance coasting karma approaching a junction, is undeniably effective in stretching your economy, but the Mercedes feels less obstructed in its crusade for a 500-mile-plus range. If that sort of stat really appeals, all of these cars offer manual-gearbox, lesser-engine alternatives with promises of north of 70mpg.



The Jag and BMW can even do you a 99g/km tax dodge. In the current climate, no pun intended, of scepticism over official emissions, it's easy to get snotty about the arithmetic, but the brass tacks are these: BMW, Jaguar et al have the same regulations to comply with, and the same test hoops to jump through. All three are as a result exceedingly cheap to run. The BMW is cheapest, but Jaguar will offer you a competitive lease deal. Which one of these you spend 100,000 miles in really will come down to which one you like the best. Trying to split them definitively via the statistics is futile – the level of talent across the board is sky-high.

So, where are the flies in the ointment? Bumbling around night-time Cardiff in the C250, the 2.1-litre diesel is the main offender, simply because it's the most vocal powerplant here, and even with its power advantage, it doesn't muster the mid-range punch of the clean-revving 320d. It's endemic of the entire car, which is a cracking moocher, but doesn't raise its game to the level of the other two if you fancy making a spot of brisk progress. Mercedes-Benz is at pains to broadcast that the C is the only car in its class to brandish air suspension (it's an £895 option), but its ample suppleness in Comfort mode is sullied by a slight rocking, wallowy sensation that the more composed BMW irons out. The XE is even more impressive, given this particular car is the only machine here not riding on adaptive dampers. As such, it's marginally the stiffest car here at low speed, but flows so beautifully as you accelerate you can feel every ounce of UK-specific development Jag has lavished upon it. The Merc is one of those rare cars preferable in Sport mode, where the body movements are better damped and the throttle less narcoleptic. But I adore simply bumbling in the C-Class, because its interior is utterly fabulous: cocooning, tactile and expensive-looking.

It's the best cockpit here, despite Merc's strong attempt at ruining the COMAND system with a slab of plastic like a melted iPhone obscuring the clickwheel. This is Mercedes properly on the attack, letting the C-Class grow some styling teeth and then garnishing it with the essence of its unimpeachable,

**Jag and Beemer use the
same gearbox, but it's
better in the German**



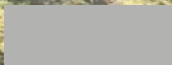
GROUP TEST

Jag not big in the back.
But it's the cockpits
that matter more



At last: a proper driver's
car in this class
that isn't a BMW

**"THE JAG IS AHEAD
ON RUNNING COSTS,
BUT THE DIFFERENCES
ARE INFINITESIMAL"**





market-defining flagship. It's the best C ever. And if you accept that a Benz's raison d'être is to waft, where a BMW's is to involve the driver, the two German cars nail their briefs.

As the sun elbows its way through autumn showers the following morning, we're off into the Black Mountains. This is where the BMW has to succeed. We know it's astute on the motorway, but it lacks showroom theatre. BMW's revised, facelifted 320d has gained a handful of horsepower and raised the economy bar to meet Jaguar's Ingenium swot, but besides that, what's fresh? The reinterpreted angel-eye LEDs and glossy trim around the dashboard's button bank. That's it. Not exactly Christmas, is it?

Could the BMW's main issue be its sheer familiarity breeding contempt? It's practically a cliché, that car for all occasions. "Don't hate me because I'm spacious, user-friendly, tasteful and sweet to drive." I could moan about the steering feeling gloopy and vague unless you're really piling into a corner, but I won't. The gearbox is worth a mention, if only for the fact that BMW uses the same ZF eight-speed automatic as Jaguar, but its algorithms are brainier. On heavy throttle upshifts, the Jag takes a quick breath before slotting the cog. The head-nod is so momentary you might barely note it, had you not just jumped from a BMW 320d that can saunter from first to eighth without showing its working at all.

That's the nub – the BMW is just a bit more polished than the Jaguar. You'd expect that, given how much longer BMW has been established in this particular battlefield. I happen to get along brilliantly with iDrive, whereas this particular XE's satnav had a reboot meltdown in Wales. Maybe it was consonant overload. Jaguar says it's not a known fault. But it's something to watch, as this Italian Racing Red XE is the newest member of our long-term fleet.

What Jaguar has cannily managed is to manoeuvre its way into the green grass between the 3-Series's involvement and the C-Class's supple maturity. The BMW 320d remains objectively the best car in this class. Is it the one I'd have? It's the first one I'd recommend, if that isn't too much of a cop-out, the car with the fewest weaknesses.

But both the Merc and Jag are cooler objects, sleeker of line and image, strong enough to challenge all comers, and with their own distinct attributes. The same, it seems, applies to the new A4 as well. Wow, where would that slot into a final line-up that reads BMW, Jaguar then Mercedes? **TG**



ABSOLUTELY FOURLESS

This may be damning it with faint praise, but the MkIV is the best A4 yet. Easily, which belies its same-again styling. But let's get one thing clear: if you want your saloon car to have a sense of fun and involvement, the XE and 3-Series are better bets.

But a natively FWD saloon was never likely to out-drive RWD rivals, so Audi has instead focused on creating what is possibly the most cossetting car in this class. That's our hunch – the necessary caveat is that we haven't yet tried the new A4 away from velvet-smooth European roads.

A super-slippery Cd makes it as quiet as an A8 inside. Some of the materials are glorious, while better headroom and legroom over its hardly poky predecessor are complemented by optional integrated tablets for back-seat passengers, bringing media properly into this decade.

And that's the mere cherry on top of a suite of tech (much of it optional, mind) that has

trickled down very quickly from posher Audis. You can have the TT's Virtual Cockpit and a whole host of driver aids culminating in a semi-autonomous mode for jams.

All of which makes the driving experience seem almost secondary. Which, in a way, it is. But it's precise and grippy, the bone-jarring ride of older A4s absent, while the engine range is strong. Most buyers are expected to go for the sales magnet 2.0 TDI, but the recent VW Group diesel emissions hullabaloo might convince people to try a small, perky petrol instead. But either way, if comfort and tech and material quality are your priorities, then you'll likely be happier in here than in any of the cars to the left.

Hand on heart, how do I think it would have done? Tough one. Not a class leader, by no means a dunce. Still possibly last, though. That's how tough it is at the top of this class now.





PRESENTS

GYMKHANA GRID

FINAL



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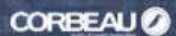
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GARAGE

TOPGEAR'S LONG-TERM CARS, TESTED AND VERIFIED



TEST OF THE MONTH

VW CALIFORNIA

The Cali is off. Sadness descends **TURN OVER**



p147

SEAT LEON

Leon gets new tyres and a day as a removals lorry



p149

MERCEDES-BENZ C-CLASS

Owen remembers the happy times as the Merc goes



p151

FIAT 500X

As one inmate is granted freedom...another arrives



p152

RANGE ROVER SPORT

Take care with what you option, cautions Tom



SEAT LEON CUPRA

Spot fine

Four fresh tyres and a quick polish. That was the cure for last month's strange sounds, which turned out to be odd vibrations caused by a flat spot on every Bridgestone tyre.

Now before you accuse me of leaving my braking too late, I should quickly pass the blame onto my good colleague and occasional friend Ollie Marriage, who gave the Leon a hard time at Knockhill circuit. Of course, it was all worth it for the excellent pictures – sideways, smoking, actually flying – and, apart from the rubber trauma, the car held up fine.

We've ticked past the 7,000-mile mark now, and the car's really hitting its stride – the gearbox feels even more pleasant and the engine really puffs out its chest from 3,000rpm. It's also proving very useful, having transported a double bed and a substantial cabinet. The boot didn't quite close with the latter inside, but I suppose you can't have it all.

REPORT 3

- 1984cc, FWD, 276bhp, 258lb ft
- 42.2mpg, 158g/km CO₂
- 0–62mph in 6.1secs, 155mph
- 1440kg £ £29,205/£32,020

Total mileage 7040

Driver Dan Read

Why it's here Is it really the king of the hot hatch estates?

VW CALIFORNIA

California Dreaming

GOODBYE 1968cc twin-turbo diesel, FWD, 178bhp, 295lb ft 37.2mpg, 199g/km CO₂
 0–62mph in 12.4secs, 117mph max 2512kg £49,214/£58,834 **Total mileage 25,045**
Run by Ollie Marriage Why it's here Is VW's camper worth 20 years of holidays in Spain?

Normally, our long-term test cars are with us for about six months. Half a year is often enough for us to get under their skin, to tell some good stories and come to a definitive verdict. Sometimes, if cars are rather tremendous, we make excuses for them to stay longer. We had a Range Rover for over a year, an Audi RS6 for close to that long as well.

The Volkswagen California has been around for 18 months. It's the longest-serving car ever on the *TG* fleet and still hasn't outstayed its welcome. I know, you're surprised about this. "It's just a van," you must think, "a gussied-up one you can sleep in." But hopefully if you've followed these reports, you'll know that dismissing the Cali as such is equivalent to saying a Ferrari is only a fast Fiat. Put it this way, the Cali adds up to way more than the sum of its parts.

But let's deal with the camping question first – it is the crux of the matter. With a bit of planning and organisation of packing, it is perfectly possible for a family of four to spend a couple of weeks in it. I did so this summer: a week heading through the French Alps doing action-y stuff, then a week on a beach in the south.

Water, gas and auxiliary heating and electricity took the sting out of wild camping in the Vercors mountains and a Vango inflatable awning added a useful chunk more space. Tip: a pop-up tent is very useful for throwing things in while you rearrange the van from day to night mode.

I think this might be the most cleverly packaged and thoughtfully designed car in the automotive kingdom. There was a clamour to borrow it, and everyone who did came back remarking how capable and fun it was. The secret slots for picnic chairs and table, how it would cruise at 30–35mpg, the ease of parking, the ease of cooking, the view out, the integrated blinds, the electric pop-up roof, and, above all, that it could behave like a normal car. It hasn't done 25,000 miles just going to and from campsites, you know.

Besides the stuff you see here, it's often been used as a commuter. It does that rather well, too. True, despite twin turbos, it's slow, and the DSG gearbox seems to have a special narcoleptic mode it saves for tricky

IN DETAIL



Hmm, Stig...

Control panel knob was temperamental, but still worked

Disco or Cali? More similar than you might imagine

Parents happy up front, kids content behind. Way better holiday wagon than any estate or SUV



junctions and roundabouts. But it'll happily barrel along with motorway traffic and set a strong A-road pace.

Quibbles? The heavily sprung front cupholders, and the extra fifth seat has been a mixed blessing (useful but intrusive and heavy to remove). And despite the fixtures and fittings, it's still a big open box inside, which means structural tremors and regular jangling from the cutlery and crockery. The USB connection failed to recognise devices, but the Bluetooth was faultless.

Above all, what we've come to realise is that this is not only an alternative to 20 years of Spanish holidays, but a rival to family cars. Why settle for a predictable Discovery or E-Class estate? Try one. Dare you. I would have one in my dream garage – in fact, I want this in my own garage, come to that. My family adores it. Great cars have to be low, sleek and fast, do they? Yeah, right.

GARAGE LOGBOOK VW CALIFORNIA



GOOD STUFF

▲ Depreciation. It's still worth well over £40k. Compare and contrast with Land Rover Disco

▲ Never underestimate the value of a massive door pocket and electric sliding side door. Sheer usefulness

▲ Its amazing adaptability

BAD STUFF

▼ Most of the issues we had were our fault – canvas pinched in the roof hinges, etc.

However, the auxiliary control panel knob stopped twiddling properly, and post-Stig a wheel bearing had to be fixed. That, however, was pretty much it

MILEAGE AND MPG THIS MONTH

0 0 2 2 6 5 0 1 31.7



4



1



Life with the VW California has been... eventful. It's done Le Mans twice, followed a giant Stig to Poland in the snow (1), provided shelter for our white-suited one at the Dunsfold test track (2, and been driven by him, with notable consequences – see opposite...). It's chased hot air balloons, been a kids'

wedding crèche, was serenaded by a French oompah band (3), doubled as a cricket viewing platform (4), and loads more besides. It has never shrunk from a task, or been found wanting. It was known with affection as the bus, but megabus might be a more accurate description. We love it.

3



2





NISSAN JUKE

Having a Juke

Getting on board with the Juke appears to be a difficult process. Nicknaming it 'Jismo' hasn't helped.

Philosophically, I'm still struggling – as Tom Ford noted last month – with the point.

It might just be the first, however, in a longer-term Nissan strategy for fast crossovers. At the Frankfurt show, Nissan showed off something called the Gripz; a Juke-sized, hybrid performance concept built for sportiness (see p35).

Apparently, crossovers take up 70 per cent of Nissan's UK volume. It's a segment Nissan wants to continue cultivating, which basically means there's a strong chance we'll see more stuff like the Juke RS in the future.

Better prepare yourselves, then, for more street-racing crossovers. The street, incidentally, is where this Juke RS scores well. The kids around my neighbourhood love it, but they're 10 years old and can't afford one. I haven't yet told them its nickname, though...

REPORT 2

- 1618cc, 4cyl, FWD, 215bhp, 206lb ft
- 39.2mpg, 186g/km CO₂
- 0–62mph in 7.0secs, 137mph
- 1341kg £ £21,995/£23,295

Total mileage 2584

Driver Vijay Pattni

Why it's here A hot hatch crossover? Is that really a thing?



CHALLENGER HELLCAT

Fast living

REPORT 5 6166cc, V8, RWD, 707bhp, 650lb ft 15.6mpg, n/a g/km CO₂
 0–62mph in 3.9secs, 199mph 2013kg \$60,990/\$65,695 **Total mileage** 5200
Driver Pat Devereux **Why it's here** What's it like to live with a 700+bhp muscle car?

Most cars these days are designed to stay pointing in the right direction almost irrespective of what the driver does behind the wheel. You really have to switch off every system in sight and behave like an idiot, often at insane speeds, to make a modern car slide or step out of line on a dry road.

Unless you are driving a Hellcat. While most cars are created in millimetric detail to stay composed under all conditions, the big Dodge has been built to do the opposite and get out of shape at will. Making a turn through an intersection at 20mph and fancy a few degrees of oversteer while you do it? Just give the throttle a little more pressure than necessary and the rear tyres break away and you have yourself a pleasing moment of dorifto. All with the traction and stability control systems switched on.

This package of abundant power and moderate grip also allows instant wheelspin on demand in a straight line, too. All very childish but massive fun. So much so that I thought it would be interesting to see what a proper racing driver, one who remembers the era when F1 cars were really powerful and dangerous, made of the 707bhp Challenger.



IN DETAIL



Enough engine to satisfy even a Le Mans-winning driver. Hold on tight!

Cue my mate Stefan Johansson. Nowadays he designs watches and manages other racing drivers. But, for a few years back in the Eighties, he was a factory driver for Ferrari and McLaren. In those days, the cars had qualifying engines that topped 1,400bhp and the whole car weighed just 540kg. So you'd think the Hellcat wouldn't impress him much. But you'd be wrong.

Fifty feet after pulling out of our posh Beverly Hills parking space, the tyres are a blur of smoke and tortured rubber. "Bloody hell," says the Le Mans winner grinning at me. "This thing is bonkers!" After a couple more laps of the block, just to make sure, we reinsert the Hellcat into its parking space and laugh at the insanity of it all. That doesn't happen very often in any car. But it happens every day in the Hellcat.

GARAGE LOGBOOK HELLCAT

GOOD STUFF

- ▲ No car delivers more fun for its money than this
- ▲ It's already become an urban legend
- ▲ Rear seats not just for occasional passengers. Plenty of space back there

BAD STUFF

- ▼ Wish the windows would go all the way up automatically with one touch
- ▼ Engine has used a litre of oil in first 4,000 miles. Is that normal?

MILEAGE AND MPG THIS MONTH

0 0 0 4 0 0 0 11.5

LEXUS NX300h

With a smile?

The NX has 10,000 mile service intervals. Seems a bit short to us when most new cars manage nearly double that. Anyway, Inchcape Battersea is only 10 minutes from my house, so I volunteered to run the Lexus down there – I wanted to see for myself what that HUD display was like...

Despite Lexus' famed customer service, the first call to Inchcape wasn't that promising for a luxury brand. The person on the phone sounded like they were being disturbed from something more important. Second call, same story. Until our card details revealed it was a *TopGear* car. Then there was a noticeable change of attitude.

I was expecting a massage or a manicure, but wasn't even offered a drink. And the dealership wasn't quite as smart as it ought to be. But they did call as promised in the afternoon to say it was ready and I was offered a drink with the £183.16 bill. Pricey. Everything is fine with the car, except perhaps its cast iron reputation.

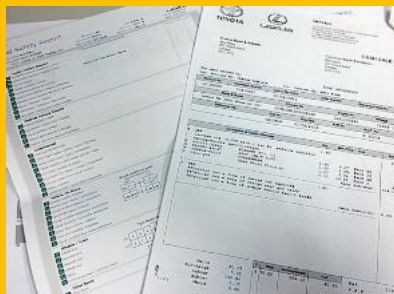
REPORT 5

2494cc, 4cyl hybrid, AWD, 153bhp
+ 141bhp, 155lb ft + 199lb ft
54.3mpg, 121g/km CO₂
0–62mph in 9.2secs, 112mph
1785kg £ £42,995/£44,640

Total mileage 13,046

Driver Tom Cobbe

Why it's here Is this a worthy competitor to the Evoque?



MERCEDES-BENZ C-CLASS

Separation anxiety

GOODBYE 2143cc, 4cyl diesel, RWD, 201bhp, 369lb ft 62.8mpg, 117g/km CO₂

0–62mph in 6.9secs, 150mph 1660kg £ £37,125/£45,035 **Total mileage 5609**

Driver Owen Norris **Why it's here** Were we right to make this our Family Car of the Year?

I'll answer the 'Why it's here' question straight away. Were we right to make this our Family Car of the Year? Without doubt. This has been the best long-term test car I've ever run. Perfect for my family. Perfect for trundling up and down the motorway. Perfect for my cross-town commute. Just perfect.

The spec was spot-on too. AMG kit gives all the right shiny bits and has the sweet spot of comfortable ride and good-looking wheels with the 18in five-spokers. Inside, the black ash wood trim really added a touch of class to the important touch areas. At £195, it's a bargain. The standard shiny black gloss plastic really shows up fingerprints and dust. With every French car having shiny plastic nowadays, it hardly looks premium.

I've spent a lot of time admiring the interior too as I sit in traffic most mornings, and it never gets boring. Whether playing with the mood lighting or fiddling with the Comand system, I find it a lovely place to spend time. The tech is impressive and easy to use. Although the iPad-style screen does look a bit odd. If it folded away that would be neater, but I'm nitpicking now. There's so little wrong and so much that is just right.

IN DETAIL



Above: Boot easily swallowed everything we threw at it and even has a pull-out boot net

Below: Spec the black ash wood trim inside your C-Class. It's much classier than the standard shiny black gloss black

In the back, there's plenty of room for the kids and their gear. The panoramic sunroof was a hit with the little ones. It's part of the premium package, which at £2,795 is exactly that. But it also gives you the Burmester stereo as well, and that's awesome.

The optional air suspension (£895) is well worth spec'ing too. It helps soak up all but the biggest bumps and combined with the seven-speed gearbox makes it such a relaxing car to drive. And that's what a Merc should be, right? The engine does clatter a little for a few minutes after start-up, but once warm you barely hear it and it's genuinely quick, no doubt thanks to its part-aluminium body.

So, a quite frankly fantastic car. I've got bad separation anxiety with this one. You'll have to prise the keys out of my hand.

GARAGE LOGBOOK C250 BLUETEC AMG LINE ESTATE

GOOD STUFF

▲ Good at pretty much everything

▲ Burmester stereo is a music lover's dream come true

▲ Economical for a big estate

▲ Handsome interior

BAD STUFF

▼ Fuel cap sometimes didn't close easily

▼ Strange cricket chirping coming from the dash randomly

▼ Nothing else!

MILEAGE AND MPG THIS MONTH

0 0 0 7 1 7 0 1 37.1





RENAULT TWINGO

Go West Country

REPORT 7 898cc, 3cyl, RWD, 89bhp, 100lb ft 65.7mpg, 99g/km CO₂
 0-62mph in 10.8secs, 103mph 943kg £12,595/£13,765 **Total mileage 5826**

Driver Sam Philip Why it's here Is this the best city car on the market?

By modern standards, the Twingo is an impressive feat of packaging. Though just four centimetres longer than the Fiat 500, it squeezes in an extra pair of doors, a heap more space for passengers in the back, and an entirely serviceable boot. A recent trip to Cornwall saw four adults – including the driver, I'm not a sadist – and weekend luggage squeezed into the Twingo, with only a mild amount of squeaking and just one actual fist-fight.

Such space-based witchcraft is thanks in part to the Twingo's rear-engined layout – which sees the three-cylinder stuffed down below the bootfloor – and Renault's desire to make the most of every millimetre of the car's compact wheelbase, pushing the wheels out to the very corners to maximise interior space.

But is the Twingo artfully packaged by modern standards, or artfully packaged full-stop? After all, with all the crash structures and extra kit they're obliged to carry, aren't all modern cars more bloated and space-inefficient than their predecessors?

Not so much, in the case of the Twingo. Compared with the original 1992 Twingo – a front-engined monobox much beloved of

IN DETAIL



Mk1 Twingo was impressively lightweight. Unless covered in sumo wrestlers

bump-parking Parisians but never officially brought to the UK, the MkIII Twingo is just 16cm longer and barely wider, tipping the scales just 70kg heavier. Over the same period, the Ford Fiesta – admittedly from the class above, though hardly a bloater in current form – has swollen by 27cm in length.

And it's been a long time since I drove a Mk1, but from memory you very much wouldn't want to stuff four adults and their luggage into one for a jaunt down to the West Country (not least because, with just 50-odd bhp on tap, the hills might be a struggle). And though the old Twingo was a manoeuvrable little thing, I'd wager the new one – with its extraordinary steering lock – will wedge itself into even smaller parallel parking spaces, despite its extra length. I feel a Parisian grandfather-versus-son twin test coming on...

GARAGE LOGBOOK TWINGO

GOOD STUFF

▲ Live traffic alerts on satnav are pretty much spot-on. Not quite so spot-on as Google Maps, but still...

▲ Driving gently yields close to 50mpg. Problem is, I don't. 40mpg it is, then

BAD STUFF

▼ A couple of tiny rattles and creaks coming from the cabin. Crack open the WD40!

▼ With engine below, shopping in the boot can get rather warm. Put your ice cream on the back seat

MILEAGE AND MPG THIS MONTH

0 0 1 0 0 5 0 1 39.9



SUBARU OUTBACK

Evil clutches

T

wo months in, I'm just about confident enough to drive the Outback without stalling it. I've driven easier racecars.

For a while, I thought the car had a fault, as surely I couldn't stall it as many times in two months as has happened in my entire driving life? I feel like a granny. But in fact it's down to how the car is, and my having to get used to its style.

The difficulty lies in two areas: the engine and the throttle pedal feel. On paper, it's got more torque than the previous gen, but it truly is a gutless thing. Which surprises me as the natural home of the Outback is on a farm or off-road. Meanwhile, the throttle fools you. It has a nice heavy feel, which makes you think there's lots of oomph to come, but in fact nothing arrives so you either stall it or rev it manically, resulting in the lovely smell of clutch burn.

So after two months learning how to drive it, I'm ready to enjoy it. Next month, I'll be off to France for a full shakedown.

REPORT 2

1998cc, boxer 4, AWD, 148bhp, 258lb ft

50.4mpg, 145g/km CO₂

0-62mph in 9.7secs, 119mph

1622kg £30,995/£30,995

Total mileage 2547

Driver Andy Franklin

Why it's here Has Subaru's move to the mainstream struck gold?



Looks big, but power is a touch disappointing

FIAT 500X

Channel crossover



HELLO 🚗 1598cc, 4cyl turbodiesel, FWD, 120bhp, 236lb ft 🛢️ 68.9mpg, 109g/km CO₂
 🏁 0-62mph in 10.5secs, 116mph 🏠 1320kg 💷 £20,845/£24,004 **Total mileage 5620**
Driver Paul Horrell **Why it's here** Why are premium small FWD crossovers taking over the world?

Our 500X hardly got a soft start. Within hours of arriving, it was loaded to groaning and off to the South of France. And since it got back it's been pelting around England's motorways far more frequently than my normal duty cycle. It's taken to it pretty well. I must be the first member of TG Garage ever to spec a test car on smaller-than-standard alloys. This top Lounge trim normally gets 18s, but experience told me that 17s calm the ride a bit. Do they dull the handling? Get real: it's a cuddly little 1.6 diesel FWD crossover. We're not chasing lap times here. Lounge trim brings the two-tone cabin, xenons, park sensors, cruise and dual-zone climate – which France proved works successfully when it's well into the 40s.

GARAGE LOGBOOK 500X

GOOD STUFF

- ▲ Cruises the autoroutes at indicated 89mph, true 85. But that knocks mpg down to 44, as its height adds aero drag
- ▲ It's not sharp or sporty, but cornering is secure and capable

BAD STUFF

- ▼ Connected navigation-traffic system's a nice idea but often refuses to connect. Fiat says this early car needs flashing with an update. We'll see

IN DETAIL



Bootspace is small for a large-looking car, but Paul is a veteran traveller

The Beats speakers are disappointing. Not worth £600

The Gorges de l'Ardèche road. Time for you to update your dream drive list...

The silky matt paint is a success, as it ought to be at £1k. It's mildly fashion-forward, it emphasises the car's shape as there are no distracting reflections, and it hides grime.

A £650 safety pack adds a rear camera, collision mitigation, blind-spot warning and a brilliantly vigilant lane-departure system. This can see white lines even in sheeting rain, and gently nudges you back if you drift. On the other hand, the £550 navigation upgrade (a smaller-screen nav is standard) is rubbish. The touchscreen demands brutal jabs, and its maps redraw sluggishly. It connects to TomTom's traffic-and-search via your phone – but only sporadically. If the fizzy and indistinct Beats 'HiFi' really is £600-worth, the standard stereo must be grim indeed.

With other forgettable options, we get to £24,004. People expect a car labelled 500 to be small, but the X isn't. Whenever I return to it in a car park, I'm struck by its height and bulk beside normal hatches. Inside, it shrinks again. We were in France with Focus owners, who snorted in derision at our poky boot.

Still, I'm a canny packer. A family's bags for two weeks, a folding mountain bike and a folding kid's tag-along bike, plus the actual child, all went in the back half, with two grown-ups in front.



Go on. Pledge £15 and get your name on the fin...

BLOODHOUND SSC

Almost there

This is it. Bloodhound pretty much done and dusted. About 98 per cent, I reckon. The main reason it's not 100 per cent built is that we've left the bodywork off one side of the car so it could be displayed to the public in London, trimmed for runway running on the open side, desert on the closed. Looks stunning, doesn't it?

The reason it's going to London for a little tour is because we've decided not to run at Newquay this year (yep, the weeks to go totaliser has risen again this month).

That had been our intention, but with runs in South Africa not starting until next October, there was precious little reason to risk adverse weather conditions in Cornwall this year. So, next Easter is now the target.

What to do until then? Raise more money, not least by encouraging people to put their names on the fin – 30,000 so far (is yours there? Come on, it's only fifteen quid!) – and, mainly, resist the urge to fiddle with our baby.

REPORT 9

- 🚗 Rolls-Royce EJ200 Turbofan, Nammo hybrid rocket, 47,700 lb thrust
- 🛢️ 200 litres of jet fuel and 800 litres of rocket fuel per run
- 🏁 0-1000mph in 42.0secs, 1050mph
- 🏠 7750kg 💷 £MANY

Weeks to go 25

Run by Mark Chapman

Why it's here It's Bloodhound SSC...

MILEAGE AND MPG THIS MONTH

0 0 4 4 0 1 0 1 45.2



No need for
Matrix LED
lights here

AUDI TTS

Matrix reloaded

Last month I reported that the TTS's Matrix LED headlights were playing up and dazzling other road users. So I booked it in at my local dealer, Ridgeway Audi in Newbury.

A day later, a polite phone call informed me that there was nothing wrong with the lights, I just needed to have it in the right setting. Since this involved ploughing through a plethora of screens, I feel partially vindicated but acknowledge that more study of the handbook might have helped...

I also got them to check out the malfunctioning B&O stereo (refusing to recognise USB ports sometimes, odd spikes in the volume), but apparently nothing had shown up in the fault codes. It's an intermittent fault, but I could really do without Sally Traffic cutting in at max strength. Makes me jump out of my skin.

So, no changes apart from the fact I now have working headlights and can tell you that this dealership is very professional and saved any sniggering until I was well away.

REPORT 5

● 1984cc, 4cyl turbo, 4WD,
306bhp, 280lb ft
● 38.7mpg, 169g/km CO₂
● 0-62mph in 4.9secs, 155mph
● 1365kg £ £40,310/£48,970

Total mileage 7336

Driver Ollie Marriage

Why it's here Does the TTS have real sporting smarts?



RANGE ROVER SPORT

Option wisely

REPORT 8

● 2993cc, V6 diesel, 4WD, 290bhp, 443lb ft ● 40.4mpg, 185g/km CO₂
● 0-62mph in 6.8secs, 138mph ● 2115kg £ £76,250/£95,250 **Total mileage 20,946**

Driver Tom Ford **Why it's here** Is there any point in a Range Rover 'Sport'?

The Range Rover Sport still feels fairly new, so it's strange that we're already hearing about a refreshed model due next year. Spy shots are flying around the interweb of a car that apparently has some styling tweaks to bring it in line with the 'family' face, interior design massage and infotainment upgrades (thank the Lord). Apparently we'll be looking at a similar set of engines – V6 and V8 diesel and V8 and V8 SVR petrol – but hiked for the usual efficiency and performance upgrades. Good news all round... especially about the multimedia changes, which might just bring the RRS up to industry standard. I don't even bother to use the satnav in the Rangie any more, not when my phone or – shock, horror! – an actual paper map is far more reliable.

Other than that, the RRS has been doing sterling duty this month just being a catch-all family wagon. The engine has loosened up quite considerably now we're past 20k miles and I'm regularly getting 33/34mpg, and nothing has fallen off, broken or otherwise been unsatisfactory.

Some of the options haven't proved their worth, mind. The four-zone climate, no. It

IN DETAIL



Red anodised paddles are cool, but probably unnecessary. RRS still a hoot off-road – even on 22in wheels! And the signature daylight running lights mean you always know it's an RRS. Even at night



goes against the laws of thermodynamics. Heated rear seats, no, and the 20-way electric front seats aren't worth it either. The surround-view cameras I haven't used (apart from the rear), though the tow-assist feature is a must if you ever drag a trailer. And rear-seat entertainment with 10.2-inch screens? Not a chance. They intrude into the cabin space, and for that money (£2,500), you'd be better off giving everyone in the back their own tablet. I could do without the £404 red shift paddles, even though they look ace, and a few of the other toys are things I've used once and then not bothered with. It's not that I've overspec'd – if you haven't got the option you can't figure out whether it's been missing from your life – but there's a limit. Good stuff comes next month. There's a lot to get through.

GARAGE LOGBOOK RANGE ROVER SPORT

GOOD STUFF

▲ You can't say that an RR Sport isn't useful for normal life. Until your kids get over about 12 years old...

▲ Even doing 'proper' tank calculations, I'm still seeing 33-34mpg. Good!

BAD STUFF

▼ Space in the back is at a premium and the optional screens make it feel smaller

▼ It's easy to spend money on things you don't need. Be hard on yourself when ordering

MILEAGE AND MPG THIS MONTH

0 0 3 0 6 1 0 1 33.9

Crime watch

A fellow journalist recently had his Golf R long-termer pinched from outside his house overnight. Fortunately the police (aided by Twitter) recovered it presently, but the incident put the wind up me, having been pulled over in 'my' car a few months back.

Motorway cops gave me the full blues 'n' twos treatment on a busy M1 one Saturday morning, explaining – once we were stationary on the hard shoulder – that they'd been briefed to check MkVII Rs on account of, in the officer's grave words, "an appalling rate of nationwide thefts".

It seems the Golf's unbeatable blend of any-weather pace, practicality and subtle looks (not to mention ubiquity) has caught the attention of light-fingered pond-life eyeing stolen-to-order getaway cars for other criminal enterprises. Sobering stuff. Stay vigilant out there if you're also lucky enough to be daily driving the best hot hatch in the world right now.

REPORT 4

1984cc, 4cyl, AWD, 296bhp, 280lb ft

40.9mpg, 159g/km CO₂

0–62mph in 4.9secs, 155mph

1495kg £ £30,820/£41,330

Total mileage 4986

Driver Ollie Kew

Why it's here Can we expose chinks in the ultimate Golf's armour?



Nothing says class like stitched leather. Even if your mum did it



FORD MONDEO

Open and shut case

REPORT 5 1997cc, 4cyl TD, FWD, 176bhp, 195lb ft 56.5mpg, 130g/km CO₂

0–62mph in 8.7secs, 135mph 1703kg £ £27,165/£33,510 **Total mileage 2970**

Driver Adam Waddell **Why it's here** Is Ford's family favourite still a sensible family choice?

I have already written in these pages about how good the new Mondeo is. It's good-looking, has a terrific ride, is spritely enough for a 2.0-litre diesel estate (0–62mph in 8.7 seconds) and gives me not far shy of 40 mpg, which considering it lives most of its life in London is more than respectable.

That's all stuff you might expect from a modern-day Ford, but the real eye-opener here is just how refined and premium it feels. In fact, strip the badges away and you wouldn't find much to choose between the Ford and its more expensive German rivals. We've had the new Volkswagen Passat in the office for a few days, and, badge status aside, you'd be hard pressed to pick one over the other. From behind the wheel, it's only a slightly plain centre console that lets the Mondeo down.

Unfortunately, despite all that good stuff, I have had a bit of a mechanical problem this month. Our Mondeo is fitted with a powered tailgate which is a £400 option. In theory, it makes sense – flick the key fob, and by the time you've reached the car with your shopping, the

IN DETAIL



Above: misaligned tailgate means you can shove fingers in on one side but would struggle to put a sheet of paper through on the other. Bottom pic shows how things should be...

Below left: interior is of high quality – though the centre console is a little drab



boot is open, then press a button and it closes without getting your hands dirty on the grubby exterior. In practice, however, the system hasn't proved to be entirely reliable.

Over time, the hinges have become misaligned to the point that the shutline is wide enough on one side to push your fingers through, while you would struggle to push a sheet of paper through the gap on the other side. It's a problem that can be fixed under warranty, so don't let it put you off owning a new Mondeo, as it's not reflective of the overall quality of the car. In fact, I had exactly the same problem with an Audi S4 Avant that I ran a few years back. See, I told you that the Mondeo had much in common with its German rivals.

GARAGE LOGBOOK

2.0 TDCi TITANIUM ESTATE

GOOD STUFF

▲ If you wouldn't consider a Mondeo because it's not German, you really should think again. It's good value and more refined than you might think

▲ Economy at almost 40mpg has been impressive

BAD STUFF

▼ Disappointing to have problems with the tailgate but it's not the first car I've had such trouble with. I'd buy a Mondeo without question – I just might not tick the powered tailgate on the options list

MILEAGE AND MPG THIS MONTH

0 0 0 8 1 1 0 1 37.9



Our weekend supercar extravaganza
is celebrating it's

10th Anniversary!

The event has something for the whole family with attractions and rides for children and adults, including passenger **Supercar rides** around the famous 'Top Gear' track
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TOPGEAR

DATA

HOW IT WORKS

VOLKSWAGEN

TopGear on Volkswagen

- 1 Quietly brilliant, thoroughly deserving of every accolade chucked its way. Up and Golf particular highlights.

GOLF

The best done better than ever. You need no other hatchback. So don't waste your time looking.



AWARDS WINNER 2014

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI GT 5d	£24,270	8.2	134	150	184	57.6	115	8/10
2.0 GTI 5d	£28,155	6.5	153	220	258	47.1	139	8/10
2.0 GTD 5d	£27,590	7.5	143	184	258	67.3	109	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4260x1800x1450, 50-litre fuel tank, 380/1270-litre boot, 13 engines, 9 trims, 48 models in total.

1 TG SPEAKS

Our verdict on the brand

2 SOME WORDS...

...about the car

3 YELLOW BAR

Denotes the TG Favourites

4 FUEL ECONOMY

Less is, um, more

5 MODEL CHOICE

Just the ones that count

6 CRASH TESTING

You want five stars here

7 BOOT VOLUME

Two numbers? Seats up/down

8 NOT EVERY ENGINE

is available with every trim!

NEW IN THIS MONTH

Audi A4 p156

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI ultra SE	£29,150	8.9	130	150	236	76.3	99	7/10



Vauxhall Astra p171

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Design	£15,995	10.5	124	105	124	65.7	99	7/10



EVERYTHING YOU NEED TO KNOW ABOUT BUYING NEW CARS

PRODUCED BY MOTORING RESEARCH

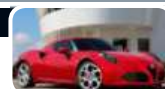
ALFA ROMEO

TopGear on Alfa Romeo:

The best badge in the business, now worn by two hatches and a sports car that divides opinion. History repeating?

4C

Lotus by Alfa, with the odd Alfa foible to boot. But when a car's this pretty, light and engaging, you just want one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.7T Coupe	£51,500	4.5	160	240	258	41.5	157	5/10
1.7T Spider	£59,500	4.5	160	240	258	41.5	157	7/10

Euro NCAP N/A, LxWxH in mm: 3989x1864x1183, 40-litre fuel tank, 110-litre boot, 1 engine, 1 trim, 2 models in total.

GIULIETTA

Another pizza slice from Fiat's Taste The Difference range. It's no Golf, which is why you want it, and also why you don't.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 JTDM-2	£21,930	8.8	130	150	280	67.3	110	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4350x1800x1460, 60-litre fuel tank, 450-litre boot, 7 engines, 6 trims, 15 models in total.

ARIEL

TopGear on Ariel:

Artfully shaped metalwork containing frenzied engines and a man clinging on for dear life. Hectic, addictive.

ATOM

The single most insane car on sale. Even the regular version will redefine your sense of what's possible in a car.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 245	£32,255	3.2	141	245	154	N/A	N/A	9/10
2.0 SC 350 R	£64,800	2.5	155	330	243	N/A	N/A	9/10

Euro NCAP N/A, LxWxH in mm: 3410x1890x1195, 42-litre fuel tank, N/A-litre boot, 4 engines, 4 trims, 4 models in total.

NOMAD

Part special forces all-terrain fast attack vehicle, part latter-day beach buggy. This is Tamiya made real, and it's mega.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.4 Nomad	£33,000	3.4	125	235	221	N/A	N/A	10/10

Euro NCAP N/A, LxWxH in mm: 3215x1850x1425, 42-litre fuel tank, N/A-litre boot, 1 engine, 1 trim, 1 model in total.

ASTON MARTIN

TopGear on Aston Martin:

Achingly cool cars that make up in beauty and charisma what they lack in technical and dynamic ability.

VANTAGE

The car that took on the 911. And lost. But it's an Aston, which means brogues to the Porsche's two-a-penny trainers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.7 V8 N430	£94,995	4.8	189	430	361	20.4	321	8/10
6.0 V12 S	£138,995	3.7	205	573	458	17.2	388	8/10
6.0 V12 GT12	£250,000	3.5	185	600	461	19.8	323	8/10

Euro NCAP n/a, LxWxH in mm: 4380x1870x1260, 80-litre fuel tank, 300-litre boot, 4 engines, 5 trims, 9 models in total.

DB9

Actually a blend of DB9 and now-defunct Virage. Not without charm, but, really Aston, it's time for some new ideas.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 GT	£140,000	4.5	183	547	457	19.8	333	7/10

Euro NCAP n/a, LxWxH in mm: 4710x1880x1270, 80-litre fuel tank, 175-litre boot, 1 engine, 1 trim, 1 model in total.

VANQUISH

Overhauled DBS is another evolutionary step from Aston and is likely to struggle to broaden the customer base.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
V12 Coupe	£195,950	3.8	201	576	465	22.1	298	8/10
V12 Volante	£207,950	4.0	197	576	465	22.1	298	8/10

Euro NCAP n/a, LxWxH in mm: 4692x1912x1294, 78-litre fuel tank, 368-litre boot, 1 engine, 1 trim, 2 models in total.

RAPIDE S

Aston has ensured the latest Rapide is, err, rapid-er by giving it the engine from the latest Vanquish. Better than ever.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12	£147,950	4.4	203	560	465	21.9	300	8/10

Euro NCAP n/a, LxWxH in mm: 5019x1929x1360, 90.5-litre fuel tank, 317/886-litre boot, 1 engine, 1 trim, 1 model in total.

AUDI

TopGear on Audi: Aspirational premium brand is inventing so many niches, if there's not one for you today, there will be by tomorrow.

A1

Essentially a posh Fabia, the A1 is prince to Skoda's pauper. Or maybe the emperor's new clothes. Either way, it's not £20k good.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI Sport	£16,730	8.8	127	125	147	57.6	115	6/10
S1	£25,420	5.8	155	231	272	40.3	162	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3973x1740x1416, 45-litre fuel tank, 270/920-litre boot, 4 engines, 4 trims, 14 models in total.

A3

New A3, old looks. But new bits underneath and a really rather lovely cabin. Slight naughtiness standard with every model.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI Sport	£21,315	9.2	128	125	147	55.4	117	6/10
e-tron	£30,340	7.6	138	204	258	177.6	37	8/10
S3	£30,980	5.2	155	300	280	40.4	162	7/10
2.0 TDI Sport	£23,615	8.6	134	150	236	68.9	106	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4230x1770x1420, 45-litre fuel tank, 365/1,100-litre boot, 10 engines, 6 trims, 70 models in total.

DATA IN NUMBERS: PLUG-IN ECONOMY

- Fuel range, fully-charged A3 e-tron 584 miles
- Time to fully charge an A3 e-tron Four hours

A4

Meet the regional boss's new A4. Just like the regional boss's old A4. It's lighter and smarter. Unlike the regional boss.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI SE	£25,900	8.7	130	150	185	53.3	126	7/10
2.0 TFSI SE	£27,700	7.2	149	190	236	50.4	127	7/10
2.0 TDI SE	£29,150	8.9	130	150	236	74.3	99	TBA
3.0 TDI q' S Line	£38,950	5.3	155	272	443	55.4	134	TBA

Euro NCAP n/a, LxWxH in mm: 4726x1842x1427, 58-litre fuel tank, 480-litre boot, 6 engines, 3 trims, 20 models in total.

DATA IN NUMBERS: FLEET FACTS

- Audi A4 2.0 TDI 150 ultra SE 99g/km, £29,150
- BMW 320d ED Plus 102g/km, £30,485
- Jaguar XE 2.0D 163 SE 99g/km, £29,775

A5

An artful lesson in understatement, Audi's A5 does desirable without the flash. Unless you spec it in white with 20s. Fool.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TFSI q' SE	£33,995	6.4	155	225	258	42.8	152	7/10
3.0 TFSI 333 S5	£43,970	4.9	155	333	324	34.9	190	7/10
3.0 TDI quattro	£41,340	5.8	155	245	358	49.6	149	7/10

Euro NCAP n/a, LxWxH in mm: 4630x1860x1370, 65-litre fuel tank, 455/829-litre boot, 8 engines, 5 trims, 45 models in total.

A6

Audi's photocopier styling department has pulled another one out the bag. Still not up to 5-Series standards.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RS 6	£78,790	3.9	155	560	516	28.8	229	8/10
2.0 TDI ultra SE	£32,295	8.4	144	190	280	65.7	113	6/10
3.0 BITDI SE Av'	£48,515	5.2	155	320	479	45.6	164	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4910x1870x1460, 65-litre fuel tank, 535/1680-litre boot, 8 engines, 6 trims, 23 models in total.

A7

Audi's niche-busting continues. The A7 is basically an A8 hatch, with the added suggestion that you might drive yourself.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RS 7	£84,525	3.9	155	560	516	29.7	221	7/10
3.0 TDI BITDI	£56,730	5.2	155	320	479	46.3	162	7/10

Euro NCAP n/a, LxWxH in mm: 4970x1911x1420, 73-litre fuel tank, 535/1390-litre boot, 6 engines, 5 trims, 13 models in total.

A8

Will the A8 ever escape the S-Class's shadow? Probably not, but then on this evidence, it doesn't deserve to.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
W12	£97,920	4.6	155	500	461	25.0	264	6/10
4.2 TDI SE Ex' L	£76,800	4.9	155	385	626	38.7	190	6/10

Euro NCAP n/a, LxWxH in mm: 5135x5270x1949x1460, 90-litre fuel tank, 520-litre boot, 5 engines, 6 trims, 17 models in total.

TT

It won't chase away the old stereotypes, but the all-new TT is a big step forward. Interior is genuinely cool.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TFSI Sport	£29,915	6.0	155	230	273	46.3	141	8/10
2.0 TDI ultra	£29,810	7.1	150	184	280	62.8	116	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4177x1832x1353, 50-litre fuel tank, 305/712-litre boot, 3 engines, 3 trims, 14 models in total.

R8

No V8, no manual, only a faint restyle? Has Audi dropped a difficult second album clanger? Nope, not at all.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.2 V10	£119,500	3.5	200	540	398	23.9	275	9/10
5.2 V10 Plus	£137,500	3.2	205	610	413	22.8	289	9/10

Euro NCAP n/a, LxWxH in mm: 4470x1240x1940, TBA-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 2 models in total.

Q3

This is the car Audi says rivals the Range Rover Evoque. Oh dear. A high-rise Golf with an inferiority complex.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI quattro	£29,280	7.9	136	184	170	53.3	139	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4385x1831x1608, 64-litre fuel tank, 420/1325-litre boot, 4 engines, 3 trims, 15 models in total.

Q5

Audi's 'small' SUV is only small because the Q7 is the size of sub-Saharan Africa. It's small inside though, if that helps.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
SQ5	£44,785	5.1	155	313	479	41.5	179	7/10
2.0 TDI q' SE	£32,695	8.4	130	190	295	49.6	148	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4630x1880x1650, 75-litre fuel tank, 540/1560-litre boot, 6 engines, 3 trims, 16 models in total.

Q7

About time too. New Q7 smaller on the outside, bigger where it matters. Marginally less offensive, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 TDI 272 SE	£50,340	6.3	145	272	442	49.5	149	8/10

Euro NCAP n/a, LxWxH in mm: 5053x1963x1730, 100-litre fuel tank, 295/2075-litre boot, 1 engine, 2 trims, 2 models in total.

BAC

TopGear on BAC:

A car so good to drive that you'll need to take everyone you know out for a ride in it. Oh, wait...

MONO

Some say it's too extreme. All we know is that Stig once voted it his car of the year. And that some people are fools.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.3 280	£80,000	2.8	170	280	206	N/A	N/A	9/10

Euro NCAP n/a, LxWxH in mm: 3952x1800x1110, 35-litre fuel tank, NA-litre boot, 1 engine, 1 trim, 1 model in total.



Seven seats.
Because style should
never be cramped.

Business users only with Contract Hire. ^

Official fuel consumption figures for the all-new Audi Q7 S line 3.0 TDI quattro 272PS tiptronic in mpg (l/100km): Urban 44.1 (6.4), Extra Urban 50.4 (5.6), Combined 47.9 (5.9). CO2 emissions: 153g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

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BENTLEY

TopGear on Bentley:

"Speak softly and carry a big stick," as W. O. Bentley literally never said.

CONTINENTAL GT

Way better than the David Dickinson image would suggest, the Conti GT is a masterclass in modern British style.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0 V8 S	£150,725	4.3	192	528	502	26.7	246	8/10
6.0 W12 Speed	£169,445	4.0	206	635	605	19.5	338	8/10
6.0 W12 Conv	£166,755	4.4	195	575	517	19.0	347	8/10

Euro NCAP n/a, LxWxH in mm: 4806x1920x1400, 90-litre fuel tank, 358-litre boot, 5 engines, 5 trims, 9 models in total.

FLYING SPUR

Brilliant in many ways, but somehow fails to capture the essence of luxury as well as the Conti coupe.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0 V8	£142,800	4.9	183	507	487	25.9	254	6/10
6.0 W12	£153,300	4.3	200	625	590	19.0	343	6/10

Euro NCAP n/a, LxWxH in mm: 5299x1976x1488, 90-litre fuel tank, 475-litre boot, 2 engines, 2 trims, 4 models in total.

MULSANNE

The replacement for the Arnage, and every bit as opulent and grand. If you can ignore the looks, this is brilliant.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.75 V8	£229,360	5.1	184	512	752	16.8	393	7/10

Euro NCAP n/a, LxWxH in mm: 5570x1930x1530, 96-litre fuel tank, 443-litre boot, 1 engine, 2 trims, 2 models in total.

BMW

TopGear on BMW:

i cars good, 2-Series Active Tourer bad. We'll leave you to put the rest of BMW's range on the swing-o-meter.

i3

The future is here, its electric and we love it. The rest are now playing catch up. From a long way behind.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
i3 EV	£30,980	7.2	93	170	184	n/a	0	8/10
i3 EV REx	£34,130	7.9	93	170	184	470	13	9/10

Euro NCAP n/a, LxWxH in mm: 3999x1775x1578, 9-litre fuel tank (REx), 260-litre boot, 2 engines, 4 trims, 8 models in total.

1-SERIES

Perhaps the pick of the premium hatches right now, the 1-Series thrashes the opposition for driving. M135i is bargainous gem.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
116d ED+ 3d	£22,030	10.4	121	116	191	83.1	89	7/10
120d SE 5d	£25,305	7.1	142	190	295	65.7	114	7/10
M135i M Spt 3d	£30,835	5.1	155	326	332	35.3	188	9/10

Euro NCAP n/a, LxWxH in mm: 4329x1765x1421, 50/52-litre fuel tank, 360/1200-litre boot, 11 engines, 6 trims, 54 models in total.

TOPGEAR TOP FIVE

CITY CARS

1



VOLKSWAGEN UP 1.0 75 5DR

Price £11,875 Specs 75bhp, 70lb ft, 0-62mph 13.2secs, VMax 106mph, 60.1mpg, CO₂ 108g/km

VW has found a way to cram professionalism and quality into its smallest car. Mainly by being rather crafty with the packaging. Lovely to own.

2



FIAT PANDA 0.9 TWINAIR

Price £11,375 Specs 85bhp, 106lb ft, 0-62mph 11.2secs, VMax 110mph, 67.3mpg, CO₂ 99g/km

City cars should not only be good, they should be enthusiastic. The Panda almost bubbles over with enthusiasm. Nothing is as much fun for city nipping.

3



RENAULT TWINGO 1.0 SCE

Price £10,995 Specs 71bhp, 67lb ft, 0-62mph 14.5secs, VMax 94mph, 67.3mpg, CO₂ 95g/km

Rear-engined, rear-drive city car that's not a Porsche 911. Architecture shared with Smart, but cutesy attitude and Frenchness are all its own.

4



HYUNDAI i10 1.0 BLUE

Price £10,225 Specs 66bhp, 69lb ft, 0-62mph 15.1secs, VMax 96mph, 65.7mpg, CO₂ 98g/km

Perhaps the i10 is a bit mature, but that aside, this is one very accomplished little city car. A poke in the eye for the big Euro brands.

5



FIAT 500 0.9 TWINAIR

Price £13,065 Specs 85bhp, 106lb ft, 0-62mph 11.0secs, VMax 107mph, 74.3mpg, CO₂ 90g/km

What the Panda wants to be when it hits the town at night. The same, but funkier. Also a bit more... feminine. Think clutch bag rather than rucksack.

2-SERIES

2-Series follows BMW's new naming strategy, but is very much its own car. And a rather good one at that.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
220i Sport	£28,195	7.0	146	184	199	44.8	148	7/10
220d Sport	£27,015	7.2	143	184	280	58.9	125	7/10
M235i	£34,540	5.0	155	326	332	34.9	189	8/10

Euro NCAP n/a LxWxH in mm: 4432x1774x1418, 52-litre fuel tank, 390-litre boot, 5 engines, 3 trims, 10 models in total.

2-SERIES ACTIVE TOURER

BMW builds an MPV, but stupidly still quotes a Nürburgring time for it. First FWD BMW misses the point entirely.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
218i SE	£22,475	9.2	127	136	162	57.6	115	5/10
218d SE	£24,555	9.1	129	150	243	68.9	109	5/10

Euro NCAP n/a LxWxH in mm: 4342x1800x1555, 51-litre fuel tank, 468-1510-litre boot, 6 engines, 4 trims, 23 models in total.

3-SERIES

Not only the benchmark small exec, but one of the best saloons of all. Recently facelifted, so even more excellent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
340i M Sport	£38,265	5.2	155	326	332	36.7	179	7/10
M3	£56,595	4.3	155	431	406	32.1	204	8/10
316d SE	£27,435	10.9	126	118	192	68.9	109	7/10
320d ED Sport	£30,985	8.0	143	163	280	68.9	108	9/10
330d xDrive M	£38,915	5.3	155	258	413	53.3	139	9/10

Euro NCAP n/a LxWxH in mm: 4624x1811x1429, 57/60-litre fuel tank, 480-litre boot, 10 engines, 7 trims, 66 models in total.

4-SERIES

The name may have changed but the game's still the same. Smooth, genteel, refined and sport-ish.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
428i SE	£33,520	5.9	155	245	258	42.8	154	8/10
435i M Sport	£42,370	5.4	155	306	295	35.8	185	8/10
M4	£57,055	4.3	155	431	406	32.1	204	7/10
420d SE	£32,495	7.3	149	190	295	67.3	111	8/10
420d SE xDr GC	£33,995	7.7	147	190	295	61.4	121	7/10

Euro NCAP n/a LxWxH in mm: 4638x1825x1362, 57/60-litre fuel tank, 445/480-litre boot, 7 engines, 6 trims, 86 models in total.

5-SERIES

Remains the best exec around thanks to cossetting cabin and ride. Big, smooth and brilliant - why'd you need a 7-Series?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
535i Luxury	£44,690	5.7	155	306	295	37.7	174	7/10
M5	£73,970	4.3	155	560	501	28.5	232	8/10
520d SE	£32,365	7.9	147	190	295	65.7	114	8/10
530d Tour SE	£43,665	5.9	155	258	413	53.3	139	9/10
535d Lux	£48,920	5.3	155	313	464	52.3	143	8/10

Euro NCAP n/a LxWxH in mm: 4907x1860x1460, 70-litre fuel tank, 520-litre boot, 13 engines, 6 trims, 62 models in total.

Audi Vorsprung durch Technik



The all-new Audi Q7 S line quattro from £625 per month.* Includes:

► 20" alloy wheels ► 7 seats (third row electrically folding) ► All-weather LED headlights

audi.co.uk/offers

*At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the all-new Audi Q7 S line 3.0 TDI quattro 272PS tiptronic. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £3,750.00 (plus VAT). 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (October 2015) and do not take into account any variation to government taxes and charges arising after the date of publication. Terms and conditions apply. Free post Audi Finance.

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6-SERIES

Unusually, BMW launched the 6 as a Cabrio first. Also unusually, the coupe's a bit... rubbish. GC 4dr is much better.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
650i Sport Con'	£75,690	4.6	155	450	480	30.7	214	5/10
M6 Coupe	£94,635	4.2	155	560	501	28.5	232	6/10
640d GC SE	£62,295	5.4	155	313	464	50.4	148	9/10
M6 GC	£98,155	4.2	155	560	501	28.5	232	8/10

Euro NCAP n/a, LxWxH in mm: 4890x1890x1370, 70-litre fuel tank, 460-litre boot, 4 engines, 3 trims, 19 models in total.

7-SERIES

Never as attractive a proposition as the Merc S-Class, the 7 is phenomenally good without anyone really giving a toss.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
ActiveHybrid 7	£66,200	5.7	155	320	331	41.5	158	5/10
740d SE	£65,465	5.5	155	313	464	49.6	149	7/10

Euro NCAP n/a, LxWxH in mm: 5070/5210x1900x1480, 82-litre fuel tank, 500-litre boot, 6 engines, 4 trims, 20 models in total.

Z4

How does BMW get the Z4 wrong? It looks right, but doesn't drive right. The Boxster kicks it in the tenders.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
sDrive18i	£27,740	7.9	137	154	177	41.5	159	4/10
sDrive28i	£37,390	5.7	155	245	258	41.5	159	5/10

Euro NCAP n/a, LxWxH in mm: 4240x1790x1290, 61-litre fuel tank, 180/310-litre boot, 6 engines, 2 trims, 9 models in total.

i8

A supercar for spacemen. There's nothing else like it: this is a performance car that makes a Prius look like a gas-guzzler.



AWARDS WINNER 2014

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
i8	£104,540	4.4	155	367	236	134.5	49	9/10

Euro NCAP n/a, LxWxH in mm: 4689x1942x1298, 42-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

X1

New X1 gets FWD platform from 2-Series Active Tourer. Is less objectionable than old one in every single way.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive20d	£32,180	7.6	136	190	295	57.6	128	8/10
xDrive25d	£36,060	6.6	146	231	332	56.5	132	8/10

Euro NCAP n/a, LxWxH in mm: 4439x1821x1598, 61-litre fuel tank, 505/1505-litre boot, 4 engines, 3 trims, 8 models in total.

X3

Far superior to the last one. So much so that you question the need for the X5. X3 is more socially acceptable, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive20d SE	£33,295	8.1	130	190	295	55.4	135	7/10
xDrive35d M Sp'	£45,695	5.3	152	313	465	47.1	157	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4648x1881x1675, 67-litre fuel tank, 550/1600-litre boot, 3 engines, 3 trims, 7 models in total.

TOPGEAR TOP FIVE

HYPERCARS

1

FERRARI
LA FERRARI

Price £1m Specs 950bhp, 663lb ft, 0-62mph 2.9secs, vmax 218mph, NAmpg, CO₂ 330g/km

This is the one. 6.2-litre naturally aspirated V12, indulgent handling, magnificent soundtrack. Ferrari's most exciting road car since the F40. Awe-inspiring.

2

PORSCHE
918 SPYDER

Price £646,651 Specs 875bhp, 943lb ft, 0-62mph 2.6secs, vmax 214mph, 94.2mpg, CO₂ 70g/km

Trust Porsche to take the most ludicrously complex tech and make it work first time out. Electric power acts like the world's best turbo. Hypnotically fast.

3

MCLAREN
P1

Price £866,000 Specs 903bhp, 664lb ft, 0-62mph 2.8secs, vmax 217mph, 34.0mpg, CO₂ 194g/km

The P1 proves that not all hybrids are for softies. This one's lightly terrifying. Every inch the equal of the LaFerrari and Porsche 918 Spyder.

4

LAMBORGHINI
AVENTADOR SV

Price £315,078 Specs 750bhp, 507lb ft, 0-62mph 2.8secs, vmax 217mph, 17.6mpg, CO₂ 370g/km

It's a giant V12 Lambo with four-wheel drive and scissor doors. It spits blue flames from its exhaust. It's named after a fighting bull. Any questions?

5

PAGANI
HUAYRA

Price £990,000 Specs 720bhp, 738lb ft, 0-62mph 3.2secs, vmax 230mph, 23.5mpg, CO₂ 300g/km

13 years after the Zonda comes... Why-Rah. Twin-turbo AMG V12 means ludicrous pace, active aero flaps mean ludicrous grip. A truly extravagant hypercar.

X4

People with the hides of rhinos and a passion for obnoxiousness bought the X6, so we now have to suffer an X4. Joy.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive30d XLI'	£45,195	5.8	145	258	413	49.6	149	4/10

Euro NCAP n/a, LxWxH in mm: 4671x1915x1624, 67-litre fuel tank, 500/1400-litre boot, 3 engines, 2 trims, 6 models in total.

X5

Very good on tarmac, assuming you want to pummel it into submission. Just like with those building contracts, yeah?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
M50d	£64,525	5.3	155	381	545	42.8	173	6/10
xDrive30d SE	£48,850	6.8	142	258	413	47.9	156	7/10

Euro NCAP n/a, LxWxH in mm: 4896x1938x1762, 85-litre fuel tank, 650/1870-litre boot, 3 engines, 3 trims, 5 models in total.

CATERHAM

TopGear on Caterham:

Small, light and nimble 50-year old cars remain all that. But they didn't have to negotiate X6s in 1965.

SEVEN

As old as the hills, yet as energetic as a spring lamb. The small, light, flimsy template still serves the 7 well.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.8 160	£18,995	6.9	100	80	79	57.6	114	9/10
2.0 360	£26,995	4.8	130	183	143	n/a	n/a	7/10
R620	£49,995	2.8	155	310	219	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 3530x1690x1140, 36-litre fuel tank, 75-litre boot, 5 engines, 5 trims, 5 models in total.

CHEVROLET

TopGear on Chevrolet:

If you're looking for Chevrolets such as the Aveo and Cruze, you're reading the wrong magazine.

CORVETTE STINGRAY

The Americans have finally got serious about taking on the Porsche 911. Others have tried before, but rarely as well as this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.2 V8	£69,810	<4.0	186	460	465	23.5	279	7/10
6.2 V8 SC Z06	£99,140	3.4	186	650	650	20.0	322	8/10

Euro NCAP n/a, LxWxH in mm: 4495x1780x1235, TBC-litre fuel tank, TBC-litre boot, 2 engines, 2 trims, 3 models in total.

CITROEN

TopGear on Citroen:

Design-led brand that's the most 'French' of the French car firms. Undergoing a bit of a renaissance these days.

C1

The first time Citroen got jiggy with Peugeot and Toyota, they created something quite cool. Now it's round two.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Touch 3d	£8,345	14.3	98	69	69	68.9	95	6/10

Euro NCAP ★★★★★ LxWxH in mm: 3460x1620x1430, 35-litre fuel tank, 196/780-litre boot, 2 engines, 3 trims, 20 models in total.

THE NEW BMW 1 SERIES. PURE BMW.

With its class-leading efficiency, and near-perfect 50:50 weight distribution for superb agility and performance, the new BMW 1 Series is a driver's car through and through. BMW ConnectedDrive brings the outside world to you. Spotify and 4G capability brings you entertainment and ease of navigation at every turn.

To book your test drive,* contact your local BMW Centre.

Official fuel economy figures for the new BMW 1 Series Sports Hatch range: Urban 25.9–72.4 mpg (10.9–3.9l/100 km). Extra Urban 44.1–91.1 mpg (6.4–3.1l/100 km).

FOR ALL THE FACTS AND STATS YOU NEED TO KNOW ABOUT EVERY CAR ON SALE IN THE UK GO TO TOPGEAR.COM/REVIEWS

C4 CACTUS

Breath of fresh air, as only Citroen can do. Great looking and with just enough gadgets to keep a modern family happy.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 PureT ⁷ 75	£12,990	12.9	103	75	87	61.4	105	8/10
1.2 PureT ⁷ 110	£15,890	9.3	117	110	151	60.1	107	8/10
1.6 BlueHDi 100	£15,490	10.7	114	100	187	83.1	90	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4157x1729x1480, 45-litre fuel tank, 358/1170-litre boot, 6 engines, 3 trims, 13 models in total.

GRAND C4 PICASSO

Funky newness from Citroen, helping make the world of MPVs more acceptable. Headlights a particular success.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 THP 165	£24,410	8.7	130	165	177	50.4	130	7/10
1.6 BlueHDi 120	£22,485	11.6	117	120	221	65.7	105	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4590x1830x1630, 60-litre fuel tank, 537/1851-litre boot, 5 engines, 4 trims, 11 models in total.

DACIA**TopGear on Dacia:**

Cheap cars from Eastern Europe, via France for a bit of je ne sais quoi, and then on to the budget-conscious.

SANDERO

The UK's cheapest new car – you can lease one for less than a Sky TV package. Nothing here besides simple transport.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 75 Access	£5,995	14.5	97	75	78	47.9	137	6/10
0.9 TCe 90 Amb	£7,595	11.1	109	90	99	54.3	120	6/10
1.5 dCi 90 Amb	£8,595	12.1	107	90	162	74.3	99	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4060x1730x1520, 50-litre fuel tank, 320/1200-litre boot, 3 engines, 3 trims, 7 models in total.

DUSTER

Simple, high-riding crossover-style five-seater is a favourite of James May. Good value, surprisingly able, very tough.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 105 Access	£9,495	11.5	102	105	109	39.8	165	7/10
1.5 dCi Amb ⁷	£11,995	11.8	106	110	177	56.5	130	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4320x1820x1700, 50-litre fuel tank, 475/1636-litre boot, 2 engines, 3 trims, 6 models in total.

DS**TopGear on DS:**

Citroen's new sub-brand will focus on style, tech and luxury. Think Lexus. Only French-er.

DS3

A former Car of the Year and a gigantic, mincing Gallic leap forward for Citroen. Not fast, but a kick up the arse for Mini.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 VTi DSign	£12,865	10.6	114	82	87	62.8	104	7/10
1.6 THP DStyle	£17,790	7.5	135	165	177	50.4	129	7/10
1.6 e-HDi DSt ⁷	£15,820	12.5	113	90	169	78.5	95	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3950x1720x1480, 48-litre fuel tank, 285/880-litre boot, 5 engines, 4 trims, 12 models in total.

TOPGEAR TOP FIVE**LONGEST V SHORTEST RANGE UNDER £30K**

Vauxhall
Insignia 1.6 CDTi 120
1144 miles



Ginetta
G40R
287 miles



Peugeot
508 1.6 BlueHDi
1118 miles



Abarth
500
334 miles



Peugeot 3008
Hybrid4
1064 miles



Suzuki
Jimny
350 miles



Renault Megane
1.5 dCi S&S
1036 miles



Vauxhall
Corsa VXR
373 miles



Peugeot
308 1.6 BlueHDi
1036 miles



Mini
Hatch JCW
410 miles

DS4

Not as good as the DS3, not as cool as the DS5. An awkward middle-child that's best avoided.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 DSign	£18,695	10.0	123	130	169	55.4	119	4/10
1.6 BlueHDi DSt ⁷	£19,895	12.2	120	120	236	65.7	100	4/10

Euro NCAP ★★★★★ LxWxH in mm: 4330x1790x1490, 60-litre fuel tank, 410-1185-litre boot, 6 engines, 3 trims, 9 models in total.

DS5

The most avantgarde DS. Not as inspiring as the 3, and the ride should still be better, but family cars come no cooler.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 BlueHDi	£27,440	10.6	127	150	272	68.9	105	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4530x1870x1540, 60-litre fuel tank, 465-litre boot (Hybrid 325l), 5 engines, 3 trims, 9 models in total.

FERRARI**TopGear on Ferrari:**

Art and science blended into the most alluring and diverse supercar range in the company's history.

**CALIFORNIA T**

The Ferrari that everyone thought was a Maserati now has a turbo V8. Purists will hate it, but it'll bring in buyers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 V8 T	£155,460	3.6	196	560	556	26.9	250	8/10

Euro NCAP n/a, LxWxH in mm: 4570x1910x1322, 78-litre fuel tank, 240/340-litre boot, 1 engine, 1 trim, 1 model in total.

488 GTB

So long, natural aspiration. Twin-charged 488 is new-age fast, but not quite as fizzy as the car it replaces. Mighty nonetheless.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.9T	£183,964	3.0	205	670	560	24.7	260	9/10

Euro NCAP n/a, LxWxH in mm: 4568x1952x1213, TBA-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

458

The finest sports car of the past five years. Utterly mind-blowing. You should want one. Everyone should want one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.5 V8 Speciale	£208,100	3.0	202	605	398	23.9	275	10/10
4.5 V8 Spider	£199,006	3.4	198	562	398	21.2	307	10/10

Euro NCAP n/a, LxWxH in mm: 4580x1940x1210, 86-litre fuel tank, 230-litre boot, 2 engines, 3 trims, 3 models in total.

F12

The F12 is bombastic, epic and howlingly fast. The fastest ever until the LaFerrari came along. Emphatically not just a GT.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.3 V12	£241,053	3.1	211	740	508	18.8	350	10/10

Euro NCAP n/a, LxWxH in mm: 4620x1940x1270, 92-litre fuel tank, 350-litre boot, 1 engine, 1 trim, 1 model in total.



The new
BMW 1 Series

bmw.co.uk



The Ultimate
Driving Machine

Combined 35.3–83.1 mpg (8.0–3.4 l/100 km). CO₂ emissions 188–89 g/km. Figures may vary depending on driving style and conditions. *Test drive subject to applicant status and availability.

FOR ALL THE FACTS AND STATS YOU NEED TO KNOW ABOUT EVERY CAR ON SALE IN THE UK GO TO **TOPGEAR.COM/REVIEWS**

FF

A 4wd Ferrari estate, making this the most practical 208mph family car around. Buy it for the 6.3-litre V12, not the 450-litre boot.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.3 V12	£238,697	3.7	208	660	503	18.3	360	9/10

Euro NCAP n/a, LxWxH in mm: 4910x1960x1380, 91-litre fuel tank, 450/800-litre boot, 1 engine, 1 trim, 1 model in total.

LA FERRARI

Meet the most drivable, engaging and friendly 950bhp hypercar you can imagine. Also has electric, but you wouldn't know it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.3 V12 KERS	£1 million	2.9	218+	950	664	19.8	330	10/10

Euro NCAP n/a, LxWxH in mm: 4702x1992x1116, TBC-litre fuel tank, TBC-litre boot, 1 engine, 1 trim, 1 model in total.

DATA IN NUMBERS: HOLY SMOKED


- McLaren P1 0-62mph 2.8s (0.1s faster than LaFerrari)
- Porsche 918 Spyder 85mpg (+65.2mpg over LaFerrari)

FIAT

TopGear on Fiat:
Good when they do the small stuff, bad when they go beyond it. Buy a Panda and be content.

PANDA

It's back, it's slightly rounder and it's still entirely brilliant. Come here cuddly Panda, we want to give you a hug.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
TwinAir 85 Easy	£11,095	11.2	110	85	106	67.3	99	8/10
1.3 MJet Easy	£12,095	12.8	104	75	140	72.4	104	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3650x1640x1550, 35-litre fuel tank, 225/870-litre boot, 4 engines, 5 trims, 15 models in total.

500

Not quite the Sixties revival Fiat was angling for, but the 500 is a refreshing alternative to Mini-shaped ubiquity.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Pop Star	£11,765	12.9	99	69	75	60.1	110	7/10
0.9 85 Pop Star	£13,060	11.0	107	85	107	74.3	90	7/10
500C 0.9 Lounge	£17,070	10.0	117	105	107	67.3	99	6/10

Euro NCAP ★★★★★ LxWxH in mm: 3571x1627x1488, 38-litre fuel tank, 185-litre boot, 3 engines, 5 trims, 26 models in total.

500L

Don't be misled by the badge and the headlights. The 500L is more Panda than 500, and bigger than you expect.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 95 Pop	£13,040	12.8	111	95	93	45.6	145	5/10
1.6 MJet Lounge	£19,090	11.3	112	105	236	62.8	117	5/10

Euro NCAP ★★★★★ LxWxH in mm: 3550x1630x1490, 37-litre fuel tank, 185-litre boot, 4 engines, 3 trims, 12 models in total.

ABARTH 500

Short on talent, long on appeal, that's the ruffy-tuffy Abarth. Pogo stick ride but ever so eager with it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 T-Jet 135	£14,560	7.9	127	135	148	43.5	155	7/10
595 1.4 Comp'	£18,990	7.4	130	162	148	43.5	155	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3660x1630x1490, 35-litre fuel tank, 185/610-litre boot, 2 engines, 3 trims, 8 models in total.

500X

The quest to cash in on the 500 continues. Similar lights, but otherwise there's nothing 500-ish here. Not a bad crossover, mind.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 MAir P'Star	£17,595	9.8	118	140	170	47.1	139	6/10
1.6 MJet P'Star	£19,095	10.5	116	120	236	68.9	109	6/10
2.0 MJet Cross	£24,095	9.8	118	140	258	51.4	144	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4248x1796x1600, 48-litre fuel tank, 350/1000-litre boot, 4 engines, 6 trims, 13 models in total.

CAR CLINIC+

RENAULT KADJAR



VS



HYUNDAI TUCSON

Dear Car Clinic

I really like the high driving position of my old Land Rover Discovery, but it's costing me a fortune in fuel and maintenance, and I don't really need AWD anymore. Any suggestions?

JESS MORRISON, GLOUCESTERSHIRE

Sounds like what you're after, Jess, is a crossover. The obvious choice would be the Nissan Qashqai, but there are some good alternatives. Like the Renault Kadjar, which is actually based on the Qashqai, and just about as good in every respect. Then there's the Hyundai Tucson, which is also rather good but, similarly specified, is more expensive and less economical than the Renault. For those reasons, it's the Kadjar we'd stick our money on.

SPECS



RENAULT KADJAR EXP+ 110 DCI

Price £21,595

Engine 1461cc 4cyl turbodiesel, 109bhp, 192lb ft

Performance 0-62 in 11.9secs, 113mph, 74.3mpg, 99g/km



HYUNDAI TUCSON SE NAV CRDI

Price £22,740

Engine 1685cc 4cyl turbodiesel, 116bhp, 207lb ft

Performance 0-62 in 13.7secs, 109mph, 61.7mpg, 119g/km

FORD

TopGear on Ford:

Proof that mass market motoring can have an edge. Note: this does not apply to the disappointing EcoSport.

FIESTA

Arguably the best supermini on sale. Pace-setter or pacemaker, there's something for everyone here.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec 3d	£14,195	11.2	112	100	125	65.7	99	8/10
1.6T 182 ST 3d	£17,545	6.9	139	182	213	47.9	139	9/10
1.5 TDCi Ztec 5d	£16,295	11.9	111	95	159	68.3	82	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3950x1720x1480, 42-litre fuel tank, 295/979-litre boot, 9 engines, 7 trims, 47 models in total.

FOCUS

New engines, new interior design, even a tweak to perk the handling back up. Focus is back to its best.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£19,095	11.0	120	125	147	60.1	108	8/10
1.5T Tit' X	£23,820	8.6	130	182	177	51.4	127	8/10
2.0T ST	£22,195	6.5	155	255	250	41.5	159	8/10
1.5 TDCi Zetec	£19,795	10.5	120	120	199	74.3	98	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4358x1823x1484, 53-litre fuel tank, 363/1148-litre boot, 9 engines, 5 trims, 51 models in total.

MONDEO

Been on sale in the US for three years now. Smooth, refined and not too American. Well done Ford.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 TDCi Style	£21,095	12.1	119	115	199	78.5	94	7/10
1.5T Zetec	£21,345	9.2	138	160	177	48.7	134	7/10
2.0 TDCi Est Tit'	£25,295	9.5	130	150	258	67.3	109	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4780x1890x1500, 70-litre fuel tank, 540/1460-litre boot, 7 engines, 4 trims, 34 models in total.

B-MAX

Ford's reply to the Vauxhall Meriva. Sliding rear doors and no B-pillars means easy access and brilliant packaging. Fine car.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£15,495	13.2	109	100	125	55.4	119	7/10
1.0T Titanium	£17,295	11.2	117	125	147	57.7	114	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4080x1860x1600, 48-litre fuel tank, 318/1386-litre boot, 6 engines, 4 trims, 14 models in total.

C-MAX

Now with added grille. C-Max gets Ford's new family face and myriad very welcome improvements elsewhere.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£19,195	11.4	116	125	125	55.4	117	6/10
2.0 TDCi Ti' Gr'	£24,495	9.8	126	150	273	61.4	119	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4380/4519x1860x1620, 53/60-litre fuel tank, 432/1723-litre boot, 4 engines, 3 trims, 20 models in total.

DATA IN NUMBERS: MAX VALUE

→ Average price premium, C-Max over Focus 5dr £100

S-MAX

Second-gen of Ford's low-roofed MPV keeps its dad's fine dynamics, with a much smarter interior



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SCTi Zetec	£24,545	9.9	124	160	177	43.5	149	8/10
2.0 TDCi Zetec	£28,445	10.8	123	150	258	56.5	129	8/10
2.0 TDCi AWD	£32,945	10.5	128	180	295	48.7	149	8/10

Euro NCAP n/a, LxWxH in mm: 4796x1916x1655, 70-litre fuel tank, 285/2200-litre boot, 7 engines, 5 trims, 11 models in total.

GALAXY

Ford's flagship seven-seater offers extra headroom, but is otherwise upstaged by the livelier and more desirable S-Max.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDCi Zetec	£28,345	10.9	123	150	258	56.5	129	7/10

Euro NCAP n/a, LxWxH in mm: 4848x1916x1747, 70-litre fuel tank, 300/2339-litre boot, 5 engines, 3 trims, 13 models in total.

KUGA

The Kuga has grown up and bought some sensible slacks. Sure, it's highly competent, but so are others.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Titanium	£22,645	9.7	121	150	177	45.6	143	6/10
2.0 TDCi AWD	£26,345	9.2	126	180	295	54.3	135	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4520x1840x1700, 57-litre fuel tank, 146/1653-litre boot, 4 engines, 4 trims, 16 models in total.

MUSTANG

At last, a muscle car to call our own. Mustang now here in right-hand drive, still feels very American. Also large.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.3 Ecoboost	£28,995	5.8	155	314	320	35.3	179	7/10
5.0 V8 GT	£32,995	4.8	155	418	387	20.9	299	7/10

Euro NCAP n/a, LxWxH in mm: 4784x1916x1381, 61-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 4 models in total.

HONDA

TopGear on Honda: Reliable, practical model range that seems a lot brighter now the Civic Type-R is here.

JAZZ

New Jazz is clever. Very clever. Deserves to be bought by more under 80s than it almost certainly will be.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.3 SE Navi	£14,595	11.2	118	102	91	56.5	116	6/10

Euro NCAP n/a, LxWxH in mm: 3995x1694x1550, 40-litre fuel tank, 354/897-litre boot, 1 engine, 5 trims, 5 models in total.

CIVIC

Facelift helps add interest to the fading Civic; Type R introduces a rocket into dealerships for guaranteed fireworks.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Type R	£29,995	5.7	167	310	295	38.7	170	8/10
1.6 DTEC Sport	£20,820	10.5	129	120	221	76.3	98	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4370x1770x1470, 50-litre fuel tank, 477/1378-litre boot, 4 engines, 6 trims, 25 models in total.

HR-V

Honda Jazz with a bit more chunk and the option of 4WD. Smaller than a Qashqai. Think Mazda CX-3.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 S	£17,995	10.7	119	130	114	50.4	130	7/10

Euro NCAP n/a, LxWxH in mm: 4294x1840x1605, 50-litre fuel tank, 453/1026-litre boot, 2 engines, 4 trims, 8 models in total.

CR-V

A car engineered for accountants. It's a great all-rounder but deeply boring with it. There are few more reliable SUVs.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 i-DTEC EX	£27,570	9.6	125	160	258	55.4	133	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4570x1820x1685, 58-litre fuel tank, 589/1648-litre boot, 3 engines, 4 trims, 11 models in total.

HYUNDAI

TopGear on Hyundai: Value-packed Korean has earned a proper reputation for capable cars. Excuse us while we tuck into our hats.

I10

Lacks the charisma of the Panda and the sheer polish of the Up! but actually, if you don't care about cars, buy this one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 S	£8,705	14.9	96	66	69	60.1	108	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3665x1660x1500, 40-litre fuel tank, 252-litre boot, 2 engines, 3 trims, 7 models in total.

I20

It's the new i20! It's not that exciting! It needs better engines! Otherwise a very worthy and competent supermini.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 S Air	£11,445	13.6	99	75	90	58.9	112	7/10

Euro NCAP n/a, LxWxH in mm: 4035x1734x1474, 50-litre fuel tank, 301/1042-litre boot, 5 engines, 6 trims, 13 models in total.

I30

Coo, Hyundai seems to be catching up with Kia in the design stakes, and catching up with everyone else everywhere else.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 CRDi BD SE	£18,495	10.6	117	110	206	78.4	94	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4300x1780x1470, 53-litre fuel tank, 378/1316-litre boot, 5 engines, 5 trims, 18 models in total.

I40

Not long ago, a Hyundai would be beige and so would its driver. The stylish i40 has changed all that. Estate is the pick.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.7 CRDi S Tour*	£21,650	10.5	124	141	251	65.7	114	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4775x1815x1470, 70-litre fuel tank, 553/1719-litre boot, 2 engines, 4 trims, 16 models in total.

GENESIS

Like prog rock, a bit of a relic. Over-blown, thirsty and laughably expensive. Fails to rock us: where's the progress?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 V6	£47,995	6.5	149	308	293	25.9	261	5/10

Euro NCAP n/a, LxWxH in mm: 4990x1890x1480, 73-litre fuel tank, 493-litre boot, 1 engine, 1 trim, 1 model in total.

DATA IN NUMBERS: HOW MUCH?

→ BMW 535i M Sport £3,250 cheaper than a Genesis

TUCSON

Just what the world needed. Another compact SUV. Silly name, but if you're into this kind of thing, quite good.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 CRDi 2WD	£24,195	10.6	116	136	275	58.9	127	8/10

Euro NCAP n/a, LxWxH in mm: 4475x1850x1645, 62-litre fuel tank, 513/1503-litre boot, 5 engines, 5 trims, 18 models in total.

SANTA FE

Can't afford a Disco? Then step this way, as savvy Santa Fe shows there is another way. Gymkhana mums might not agree.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2 CRDi SE	£27,995	9.8	118	197	311	46.3	159	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4660x1890x1760, 70-litre fuel tank, 534-litre boot, 1 engine, 3 trims, 5 models in total.

INFINITI

TopGear on Infiniti: Posh Nissan offshoot desperately aiming to emulate Lexus. In Europe, we're still struggling to notice. Or care.

Q50

More sharply styled but otherwise anonymous saloon from Nissan's lux wing. This time aimed at the BMW 3-Series.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Q50 2.2d SE	£28,650	8.5	140	170	295	65.0	114	5/10
Q50 Hybrid	£40,695	5.2	155	364	402	43.0	144	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4790x1820x1450, 74-litre fuel tank, 400/500-litre boot, 2 engines, 4 trims, 8 models in total.

Q70

Refined, classy and quick, but as bland as a Lexus and go carefully with the spec - it's your money you're throwing away.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2d Premium	£33,400	8.9	137	170	295	57.6	129	5/10

Euro NCAP n/a, LxWxH in mm: 4950x1850x1500, 70/80-litre fuel tank, 350/450/500-litre boot, 3 engines, 5 trims, 9 models in total.

QX50

A crossover SUV thing that'll separate you from the BMW X3 and Freelander herds. Will anyone ever buy it off you?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0d GT	£38,445	7.9	137	235	406	33.2	224	4/10

Euro NCAP n/a, LxWxH in mm: 4650x1800x1500, 80-litre fuel tank, 340/1175-litre boot, 2 engines, 3 trims, 5 models in total.

QX70

Want to avoid a BMW X6 and associated impressions of drug related violence? The QX70 is an option.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8 S Prem'	£54,750	5.8	155	390	368	21.6	307	6/10

Euro NCAP n/a, LxWxH in mm: 4870x1930x1540, 90-litre fuel tank, 410/1305-litre boot, 3 engines, 4 trims, 9 models in total.

JAGUAR

TopGear on Jaguar: Gorgeous Callum design and a raffish demeanor get you so far. Over-powered engines take you the rest of the way.

XE

Forget the F-Type, this is actually the most important Jaguar of the last decade. Needs to banish all memory of the X-Type. Oops.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T SE	£26,995	7.7	147	200	206	37.7	179	8/10
3.0 V6 S/C S	£44,870	5.1	155	340	332	34.9	194	8/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D 180 SE	£30,275	7.8	140	180	317	67.3	109	9/10

Euro NCAP n/a, LxWxH in mm: 4672x1850x1416, 47/56/63-litre fuel tank, 450-litre boot, 5 engines, 5 trims, 14 models in total.

XF

New XF is good. Probably better than a 5-Series good. Lovely inside too, just not big enough for plutocrat bellies.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6 S/C S	£49,945	5.1	155	380	332	34.0	198	9/10
2.0D 180 R Sp'	£35,100	7.7	136	180	317	65.7	114	9/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0D V6 S	£49,945	5.8	155	300	332	51.4	144	9/10

Euro NCAP n/a, LxWxH in mm: 4954x1880x1457, 55/66/74-litre fuel tank, 540/963-litre boot, 4 engines, 4 trims, 8 models in total.

XJ

Zoinks. The XJ is rapid, refined and just plain beautiful. The interior is so special we invented an award for it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
XJ L 3.0D Port'	£67,870	6.4	155	275	443	47.0	159	8/10
XJ L 3.0 SC Por'	£73,450	5.7	155	340	332	30.0	224	8/10

Euro NCAP n/a, LxWxH in mm: 5120x2520x1890x1490, 82-litre fuel tank, 520-litre boot, 3 engines, 5 trims, 13 models in total.

F-TYPE

Over-priced Cayman rival, or cut-price 911 alternative? Who cares, when the F-Type is this sodding good?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6 S Coupe	£60,250	4.9	171	380	339	31.8	213	8/10
5.0 V8 R AWD	£95,025	3.9	186	550	501	25.0	269	8/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6 S Conv'	£67,520	4.9	171	380	339	31.0	213	7/10
5.0 V8 S Conv'	£79,985	4.3	186	495	460	25.5	259	7/10

Euro NCAP n/a, LxWxH in mm: 4470x1920x1300, 70-litre fuel tank, 196/315-litre boot, 3 engines, 3 trims, 14 models in total.

JEEP

TopGear on Jeep: Oblong-obsessed 4x4 experts still trading off WWII heroics. Don't mention the Italian and German oily bits underneath.

RENEGADE

Meet the Fiat 500X's Yankee cousin. The styling's a bit yee-hah, but it drives with Euro sophistication, with added fun.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Sport	£16,995	11.9	111	112	112	47.1	141	6/10
1.4 MJet Longi'	£19,795	10.9	112	142	170	47.1	140	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4236x1805x1667, 48-litre fuel tank, 351/1356-litre boot, 5 engines, 5 trims, 15 models in total.

CHEROKEE

After a leave of absence, the Cherokee is back to do battle with the Freelander. It's priced well and looks... interesting.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Mjet 140	£26,095	10.9	116	140	258	53.3	139	6/10
2.2 Mjet 200 4x4	£36,795	8.5	127	200	324	49.6	150	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4623x1859x1669, 60-litre fuel tank, 714/1267-litre boot, 4 engines, 4 trims, 11 models in total.

GRAND CHEROKEE

Jeep may be under Fiat's control, but no-one appears to have told the Grand Cherokee. Big, thirsty, pricey.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.4 V8 SRT	£63,995	5.0	160	461	460	20.0	328	6/10
3.0 CRD O'land	£48,195	8.2	126	237	405	37.7	198	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4820x1940x1760, 93-litre fuel tank, 782/1554-litre boot, 2 engines, 7 trims, 7 models in total.

KIA

TopGear on Kia:

Seven year-warranty-backed range of whitegoods with barely a duffer among 'em. We're as surprised as you are.

PICANTO

A Kia cracker. Latest Picanto looks good, drives well, costs little and is warrantied to the max.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 1 3d	£8,345	13.9	95	68	70	67.3	99	7/10
1.25 2 5d	£10,745	11.0	106	85	89	65.7	100	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3600x1600x1480, 35-litre fuel tank, 200/870-litre boot, 2 engines, 7 trims, 11 models in total.

CEE'D

Still a white goods car, but now it's white goods by John Lewis. Build quality is a rival for VW now, as is much else.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 CRDi 4	£22,095	10.5	122	126	192	65.7	112	7/10
1.6T 3d GT	£20,700	7.4	143	201	195	38.2	171	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4310x1780x1470, 53-litre fuel tank, 380/1318-litre boot, 3 engines, 5 trims, 18 models in total.

SPORTAGE

An early trendsetter in the crossover class, but trends have caught up with it now. Big, chunky, not that great to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.7 CRDi 2WD 2	£21,200	11.9	107	114	188	54.3	135	6/10
2.0 CRDi KX-4	£28,200	9.4	120	181	282	46.3	158	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4440x1860x1650, 58-litre fuel tank, 564/1353-litre boot, 4 engines, 6 trims, 9 models in total.

KOENIGSEGG

TopGear on Koenigsegg:

Swedish purveyors of deeply outrageous supercars. Big and shouty - yes. But also quite clever.

AGERA

The P1, LaFerrari and 918 are all well and good, but there is a fourth way. The Swedish way...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8 T RS	£127m	TBA	TBA	1160	944	TBA	TBA	TBA

Euro NCAP n/a, LxWxH in mm: 4293x2050x1120, 82-litre fuel tank, 150-litre boot, 1 engine, 1 trim, 1 model in total.

REGERA

True to form, latest 'Segg is maddest yet. Petrol-electric hybrid with a weird single speed 'box. We can't wait for this one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8 T PHEV	£145m	2.7	255	1800	1475	TBA	TBA	TBA

Euro NCAP n/a, LxWxH in mm: 4560x2050x1110, 82-litre fuel tank, 150-litre boot, 1 engine, 1 trim, 1 model in total.

LAMBORGHINI

TopGear on Lamborghini:

The supercar for those who don't care about lap times. Or The Green Party. Or visibility. But like hexagons.

HURACAN

Lambo's riposte to the 458 and 650S. Smoother, slicker, but is still essentially Gallardo v.2.0.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
LP 610-4	£188,000	3.2	202	610	413	22.6	290	8/10

Euro NCAP n/a, LxWxH in mm: 4459x1924x1165, 80-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

HOW TO SPEC A...



FORD MUSTANG

Basic price £33,995

Engine 4951cc, V8, 412bhp,

386lb ft, 20.9mpg, 299g/km

Performance 0-62mph 4.8secs, 155mph

Weight 1.720kg

Colour Deep Impact Blue (Met) (£595)

Wheels 19" Lustre Nickel multi-spoke (£0)

Trim Ebony Leather (£0)

Standard equipment Climate control,

keyless entry & start, rear-view camera,

Xenon headlights, Bluetooth, DAB radio,

power-folding mirrors, Brembo brakes,

Electronic Line Lock, Launch Control

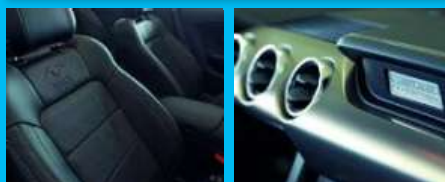
Options Custom Pack (includes Shaker

Pro stereo, sat-nav, climate-controlled seats,

reverse parking sensors & chrome window

surrounds) (£1,795)

TOTAL PRICE £35,790



AVENTADOR

Murcielago replacement doesn't disappoint. A hint of Audi has crept in, but the Aventador is still bonkers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
LP 700-4	£260,040	2.9	217	700	509	17.6	370	8/10
LP 700-4 R'ster	£288,840	3.0	217	700	509	17.6	370	8/10

Euro NCAP n/a, LxWxH in mm: 4780x2030x1140, 90-litre fuel tank, n/a-litre boot, 2 engines, 2 trims, 3 models in total.

LAND ROVER

TopGear on Land Rover:

A genuine UK success story with the whole range as at home on a field as the red carpet.

DEFENDER

Still going, still a workhorse farmer's cart, where practicality and toughness outweigh, well, everything really.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2 Heritage 90	£27,800	14.7	90	122	265	25.5	295	8/10

Euro NCAP n/a, LxWxH in mm: 3890/4640x1790x2020, 60-litre fuel tank, 1600/2300-litre boot, 1 engine, 3 trims, 6 models in total.

DISCOVERY SPORT

Freelander gets a new name, and much more besides. Not cheap, but it's what yummy-mummies will be driving this year.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TD4 150 SE	£30,695	11.0	112	150	280	57.7	129	7/10
2.0 TD4 180 SE	£32,395	9.4	117	180	317	53.3	139	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4599x1895x1724, 54-litre fuel tank, 195/1698-litre boot, 2 engines, 4 trims, 4 models in total.

DATA IN NUMBERS: PANIC AT THE DISCO (SPORT)

→ Outgoing 2.2 SD4 190 engine 46.3mpg, 162g/km CO₂

→ Incoming 2.0 TD4 180 engine 53.3mpg, 139g/km CO₂

DISCOVERY

The best practical SUV on sale. Massive inside, thoughtful design, astonishing ability. Revised once again in 2014.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 SDV6 SE	£41,600	8.8	112	256	443	35.3	213	9/10

Euro NCAP ★★★★★ LxWxH in mm: 4830x1880x1890, 84-litre fuel tank, 280/2560-litre boot, 1 engine, 4 trims, 4 models in total.

RANGE ROVER EVOQUE

A Range Rover for a younger, more stylish, more urban audience. One for fashionistas, not farmers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Si4 Dy L 3d	£48,500	7.1	135	240	250	36.2	181	8/10
2.2 eD4 Pure	£29,205	10.6	112	150	280	56.3	133	7/10
SD4 4WD Dyn	£38,805	9.5	124	190	310	49.6	149	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4360x1960x1610, 60/70-litre fuel tank, 550/1445-litre boot, 3 engines, 3 trims, 12 models in total.

RANGE ROVER SPORT

A prettier RRS would be a contradiction in terms, but the new one definitely comes with less thuggishness.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 SVR	£95,150	4.5	162	550	502	22.1	298	9/10
3.0 SDV6 HSE	£61,950	6.8	130	292	442	37.7	199	9/10
3.0H SDV6 HEV	£85,850	6.4	130	345	517	45.6	164	9/10

Euro NCAP n/a, LxWxH in mm: 4850x1983x1780, 80-litre fuel tank, 784/1761-litre boot, 6 engines, 6 trims, 8 models in total.

RANGE ROVER

This is not an SUV. That's too common a badge. Instead, think go-anywhere luxury car. Or GALC. Hmm, catchy.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 SC Autobi	£102,450	5.1	140	510	461	20.5	322	8/10
3.0 TDV6 Vogue	£74,950	7.4	130	258	442	37.7	196	9/10
3.0 SDV6 HEV	£102,450	6.9	135	340	517	44.1	169	8/10
4.4 SDV8 Vge SE	£88,850	6.5	135	340	517	32.5	229	9/10

Euro NCAP n/a, LxWxH in mm: 5000/5199x2070x1840, 85/105-litre fuel tank, 909/2030-litre boot, 4 engines, 4 trims, 11 models in total.

LEXUS

TopGear on Lexus:

Angular luxu-Toyotas reverting back to hybrid slumberland after mad, intoxicatingly awesome LFA supercar.

IS

3-Series drive too well for you? Then buy this, it's worse. In other areas, IS gives the Germans a much tougher time.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
IS 250 SE	£26,495	8.1	143	205	185	32.8	199	7/10
IS 300h Exec	£28,995	8.4	125	220	163	65.7	101	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4670x1810x1430, 66-litre fuel tank, 450/480-litre boot, 2 engines, 6 trims, 10 models in total.

RC F

Bit heavier than we hoped, but roaring V8 is sure to give BMW's M4 a few headaches. Good thing, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8	£60,995	4.5	167	450	384	26.2	252	7/10

Euro NCAP n/a, LxWxH in mm: 4705x1845x1390, 66-litre fuel tank, 366-litre boot, 1 engine, 2 trims, 2 models in total.

NX

Curious, Lexus sees the need to cross an SUV with a sharp object in a not altogether happy alliance.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
NX 300h SE	£31,495	8.3	112	200	152	54.3	121	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4630x1845x1645, 56-litre fuel tank, 475/1785-litre boot, 2 engines, 5 trims, 6 models in total.

LOTUS

TopGear on Lotus:

Overlook shaky economics and turnip farmer jokes and you'll find sports cars close to driving nirvana.

ELISE

Still a joy, the current Elise offers visceral driving thrills in a relatively usable package. This is steering feel.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Standard	£28,720	6.0	127	134	118	45.0	149	8/10
1.8 S	£36,970	4.6	145	220	185	37.5	175	8/10

Euro NCAP n/a, LxWxH in mm: 3790x1850x1120, 44-litre fuel tank, 112-litre boot, 2 engines, 2 trims, 6 models in total.

EVORA

More power = good, more price = bad. 400 is astonishingly good to drive but an uphill struggle against Cayman and 911.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5 S	£61,895	4.6	172	345	295	28.7	229	8/10
400	£73,115	4.1	186	400	303	29.1	225	8/10

Euro NCAP n/a, LxWxH in mm: 4340x1850x1220, 55-litre fuel tank, 160-litre boot, 3 engines, 3 trims, 5 models in total.

EXIGE S

Lotus' track car has grown up and got heavier. But don't worry, this makes it more usable. Deliriously good to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5 V6 Standard	£54,500	4.0	170	345	295	28.0	236	9/10
3.5 V6 Roadster	£54,500	3.8	145	345	295	28.0	236	8/10

Euro NCAP n/a, LxWxH in mm: 4050x1800x1150, 40-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 3 models in total.

MASERATI

TopGear on Maserati:

Ferrari's moody cousin. Every model beaten in every way by German opposition, save for cachet, cool, and style.

GHIBLI

Maserati builds a BMW 5-Series. It's available with a diesel engine. Well, they think it's a good idea.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6	£53,580	5.6	163	330	369	29.4	223	6/10
3.0 V6 TT S	£64,730	5.0	177	410	405	27.2	242	7/10
3.0 V6 Diesel	£49,160	6.3	155	275	442	47.9	158	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4970x1950x1460, 80-litre fuel tank, 500-litre boot, 3 engine, 2 trims, 3 models in total.

TOPGEAR TOP TEN

CHEAPEST 250HP +



1

Ford
Focus ST
£22,495



2

Megan Renaultsport
275 Cup-S
£23,935



3

Nissan
370Z
£27,605



4

Seat Leon
Cupra SC
£27,910



5

Vauxhall
Astra VXR
£28,070



6

Ford
Focus RS
£28,940



7

Subaru
WRX STi
£28,995



8

Honda Civic
Type-R
£29,995



9

Volvo
V40 T5
£30,025



10

Volkswagen
Golf R
£30,820

QUATTROPORTE

Noooo - what have they done? The old one was soul personified, this looks a bit... meh. Still, at least it drives better.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 TT V6	£80,125	4.9	177	410	405	26.9	244	7/10
3.8 TT V8	£108,195	4.7	190	530	523	23.7	278	7/10

Euro NCAP n/a, LxWxH in mm: 5050x1900x1440, 90-litre fuel tank, 450-litre boot, 2 engines, 1 trims, 2 models in total.

GRANTURISMO

Muscular, pretty coupe that's more GT than sports car. Nothing wrong there and the MC Strad has bite if you need it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.7 460 Sport	£90,820	4.8	185	460	383	19.7	331	8/10
4.7 MC Stradale	£110,145	4.5	188	450	376	19.5	337	8/10
4.7 GranCabrio	£98,350	5.2	177	440	361	19.5	337	8/10

Euro NCAP n/a, LxWxH in mm: 4880x1920x1350, 86-litre fuel tank, 260-litre boot, 3 engines, 3 trims, 5 models in total.

MAZDA

TopGear on Mazda:

Remember when every single Ford was the best to drive in its class? Well, Mazda's nicked that mantle.

2

The last 2 was a sleeper - it never set out to be sparky, but somehow achieved it. Same again. Just with a hint more polish.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SE	£11,995	12.1	106	75	100	60.1	110	7/10
1.5 Sport Nav	£17,395	8.7	124	115	109	56.5	117	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4060x1695x1495, 44-litre fuel tank, 280/950-litre boot, 4 engines, 4 trims, 12 models in total.

3

The 6's design language moves to the 3. So does the handling verve. After that we're less sure why you'd have one over a Golf.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SE	£16,695	10.8	113	100	110	55.4	119	6/10
2.0 Sport Nav	£21,620	8.2	130	165	154	48.7	135	6/10
2.2D SE	£19,245	8.1	130	150	280	68.9	107	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4465x1795x1450, 51-litre fuel tank, 364-litre boot, 4 engines, 3 trims, 17 models in total.

6

Handsome mid-size saloon with some clever engine tech underneath. Drives well, possibly a bit middle management.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 165 Sport	£23,495	9.1	134	165	154	47.8	135	6/10
2.2D Sport	£25,595	7.8	129	175	309	62.7	119	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4870x1840x1450, 62-litre fuel tank, 489-litre boot, 3 engines, 3 trims, 13 models in total.

MX-5

Ignore the stereotypes: the MX-5 is back and, crucially, better than it's ever been before. Happy, simple fun.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SE	£18,495	8.3	127	131	111	47.1	139	10/10
2.0 Sport	£22,695	7.3	133	160	148	40.4	161	10/10

Euro NCAP n/a, LxWxH in mm: 3915x1735x1225, 45-litre fuel tank, 130-litre boot, 2 engines, 5 trims, 9 models in total.

DATA IN NUMBERS: WEIGHING IT UP

- Old Mazda MX-5 1.8 kerbweight 1080kg
- New Mazda MX-5 1.5 kerbweight 1015kg

CX-3

Because the Nissan Juke doesn't have enough rivals already. CX-3 is pretty and likely to drive well, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE	£17,595	9.0	119	120	151	47.9	137	8/10
1.5D SE	£18,995	10.1	110	105	199	70.6	105	8/10

Euro NCAP n/a, LxWxH in mm: 4275x1765x1535, 48-litre fuel tank, 350/1260-litre boot, 3 engines, 3 trims, 12 models in total.

CX-5

Mazda says the design is radical. It isn't. But much else is. Clever engines, good dynamics and lots of space inside.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 2WD SE-L	£21,585	9.2	124	165	155	47.1	139	8/10
2.2D 2WD Sp	£25,695	9.2	126	150	280	61.4	119	8/10
2.2D 4WD Sport	£27,695	8.8	129	175	309	54.3	136	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4560x1840x1710, 56-litre fuel tank, 503/1620-litre boot, 2 engines, 3 trims, 6 models in total.

McLaren



TopGear on McLaren:

Hyper-clinical British outfit spinning ever more baffling model choices off its bi-turbo V8 and carbon tub.

650S

Not a facelifted 12C, says McLaren, but an all new car. Has a P1 nose, more speed, is the car the 12C should have been.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
650S	£195,250	3.0	207	650	500	24.2	275	9/10
650S Spider	£215,250	3.2	207	650	500	24.2	275	9/10

Euro NCAP n/a, LxWxH in mm: 4512x1910x1199, 72-litre fuel tank, 145-litre boot, 1 engine, 1 trim, 2 models in total.

675LT

The Ronseal 650S: 675bhp and a longer tail, by 12mm. Trade descriptions might want to have a word.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
675LT	£259,500	2.9	205	675	515	24.2	275	10/10

Euro NCAP n/a, LxWxH in mm: 4546x1910x1188, 72-litre fuel tank, 145-litre boot, 1 engine, 1 trim, 1 model in total.

P1

Same carbon tub as the 12C, same base V8; but five times the price. Yin to the LaFerrari's yang. Well done, Ron.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
P1	£866,000	2.8	217	916	664	34.0	194	10/10

Euro NCAP n/a, LxWxH in mm: 4700x2000x1110, n/a-litre fuel tank, 120-litre boot, 1 engine, 1 trim, 1 model in total.

MERCEDES-BENZ



TopGear on Mercedes-Benz:

More letters combos than a bath of alphabet soup. Slurp through that and the cars are very tasty.

A-CLASS

Despite the bulbous drunkards nose, this is a conventional hatch. Watch the spec or you'll muck it up.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
A 250 by AMG	£29,375	6.6	149	211	258	44.1	148	5/10
A 45 AMG	£38,195	4.6	155	365	332	40.9	161	8/10
A 180 CDI SE	£21,790	11.3	118	109	191	76.4	98	6/10
A 200 CDI AMGS	£25,110	9.3	130	136	221	64.2	116	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4290x1780x1430, 50-litre fuel tank, 341/1157-litre boot, 5 engines, 5 trims, 17 models in total.

B-CLASS

This Volkswagen Golf SV rival remains oddly proportioned but has plenty of tech inside. Not to mention space.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
B 180 CDI SE 5d	£22,575	11.6	118	109	184	68.9	108	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4360x1790x1560, 50-litre fuel tank, 488-litre boot, 5 engines, 3 trims, 17 models in total.

C-CLASS

Sleek and sophisticated C-Class takes the fight to the 3-Series. Better looking and highly desirable, especially the C63.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
AMG C 63 S	£66,810	4.0	155	517	517	34.5	192	9/10
C 220d AMG L	£33,270	7.7	145	170	295	70.6	106	8/10
C 350e PHEV	£37,875	5.9	155	293	258	134.5	48	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4685x1810x1447, 66-litre fuel tank, 480-litre boot, 8 engines, 5 trims, 98 models in total.

E-CLASS

Ooh, fancy nose! Better than the A-Class's. Merc's big exec has got its mojo back. Self-confident, relaxed and refined.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
E 63 AMG	£75,905	4.2	155	557	531	28.8	230	9/10
E 220d SE Est	£36,060	8.8	136	177	295	60.1	124	7/10
E 350d AMG	£41,210	6.4	155	258	457	53.3	139	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4870x1850x1470, 59-litre fuel tank, 540-litre boot, 7 engines, 6 trims, 24 models in total.

S-CLASS

Meet the car that has single-handedly saved the luxury car class from the SUV incursion. Sublime in most ways.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S 400 L Hybrid	£70,935	6.8	155	333	272	44.8	147	9/10
S 500 L	£88,400	4.8	155	455	516	31.7	207	9/10
S 350 L d	£66,910	6.8	155	258	457	50.4	148	9/10

Euro NCAP n/a, LxWxH in mm: 5110x5250x1900x1490, 70/80-litre fuel tank, 510/530-litre boot, 7 engines, 5 trims, 21 models in total.

CLS-CLASS

One of the most competent cars in Merc's range. It no longer defines cool like the first one, but it's all top drawer.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
CLS 350d	£49,950	6.5	155	265	457	52.3	142	8/10
CLS 63 AMG SB	£87,010	4.2	155	593	590	28.0	235	9/10

Euro NCAP n/a, LxWxH in mm: 4920x1850x1470, 58-litre fuel tank, 520-litre boot, 4 engines, 3 trims, 11 models in total.

S-CLASS COUPE

Loads of tech, loads of power, loads of class, quite a bit of cash. New coupe is good enough to justify it all.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S 500	£96,195	4.6	155	455	516	30.0	219	9/10
S 63 AMG	£125,605	4.3	155	585	663	27.9	237	9/10

Euro NCAP n/a, LxWxH in mm: 5027x1899x1411, 80-litre fuel tank, 400-litre boot, 3 engines, 3 trims, 3 models in total.

SLK

Third-gen SLK still hasn't got the dynamic talent it needs. Gadgets galore, including a roof which changes opacity.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
SLK 350 AMG Sp	£44,610	5.6	155	306	272	39.8	167	6/10
SLK 55 AMG	£55,350	4.6	155	421	398	33.6	195	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4130x1810x1300, 66-litre fuel tank, 225/335-litre boot, 5 engines, 3 trims, 6 models in total.

SL-CLASS

Perhaps the best all-round, usable hard-top convertible on sale today. Practical, fast, excellent quality and dynamics.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
SL 500	£81,920	4.6	155	435	516	31.0	212	8/10
SL 63 AMG	£112,520	4.2	155	537	590	28.5	231	8/10
SL 65 AMG	£170,825	4.0	155	630	737	24.4	270	8/10

Euro NCAP n/a, LxWxH in mm: 4530x1830x1320, 80-litre fuel tank, 235/339-litre boot, 4 engines, 2 trims, 4 models in total.

AMG GT

AMG gets serious about hammering Porsche. Doesn't quite have a 911's finesse, but boy does it make you feel good.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GT	£97,200	4.0	189	462	443	30.4	216	8/10
GT S	£110,500	3.8	193	517	480	30.1	219	8/10

Euro NCAP n/a, LxWxH in mm: 4546x1939x1287, 85-litre fuel tank, 285-litre boot, 2 engines, 2 trims, 2 models in total.

GLA

On paper little more than a pointless curiosity, but in reality a rather well judged crossover. Better than the CLA at least.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLA 45 AMG	£44,600	4.8	155	360	332	37.7	175	8/10
GLA 250 4Matic	£30,295	7.1	143	211	250	44.1	150	7/10

Euro NCAP n/a, LxWxH in mm: 4417x1804x1494, 50/56-litre fuel tank, 481-litre boot, 3 engines, 8 trims, 23 models in total.

GLC

Take one Merc' C-Class Estate, add a bit of length, some height and a pinch of off-road ability. Et viola - the GLC.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLC 220d	£34,950	8.3	130	170	295	56.5	129	8/10
GLC 250d	£36,105	7.6	138	204	369	56.5	129	8/10

Euro NCAP n/a, LxWxH in mm: 4759x1890x1644, 66-litre fuel tank, 550/1600-litre boot, 2 engines, 8 trims, 16 models in total.

GLE

The ML's got a new nose and a new name to go with it. GL for SUV, E for 'the one in the middle'. Simple.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLE 250d	£49,280	8.6	132	204	369	47.9	155	7/10
GLE 350d	£56,280	7.1	140	258	458	42.8	179	7/10
GLE 63 AMG Cp	£96,555	4.2	155	585	561	23.7	279	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4932x1935x1796, 93-litre fuel tank, 690/2010-litre boot, 5 engines, 9 trims, 26 models in total.



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Official fuel consumption figures for the Audi A3 Saloon S line 2.0 TDI 150PS manual in mpg (l/100km): Urban 55.4 (5.1), Extra Urban 76.3 (3.7), Combined 67.3 (4.2). CO2 emissions: 108g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

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GL-CLASS

The GL is basically the even bigger, seven-seat version of the ML. Able to change weather systems as it drives along.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GL 350 AMG Sp ⁷	£60,755	7.9	137	258	457	35.3	209	7/10

Euro NCAP n/a, LxWxH in mm: 5100x1920x1840, 45-litre fuel tank, 360/2200-litre boot, 2 engines, 1 trim, 2 models in total.

MG

TopGear on MG: Chinese-backed resurrection. Sells fewer cars annually than Ford shifts in the time you're reading this.

MG3

After the startling success of the MG6, MG unleashes a supermini on the world. World can hardly believe its luck.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 VTI-TECH	£8,399	10.9	108	106	101	48.7	136	5/10

Euro NCAP n/a, LxWxH in mm: 4018x1729x1507, 45-litre fuel tank, 285-litre boot, 1 engine, 4 trims, 4 models in total.

MG6

Recently facelifted. Marginally better cabin, but sorely lacking everywhere else. Despite being cheap, best avoided.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.9D S	£13,995	8.4	120	150	258	61.4	119	4/10

Euro NCAP n/a, LxWxH in mm: 4651x1827x1472, 62-litre fuel tank, 498/1379-litre boot, 1 engine, 3 trims, 3 models in total.

MINI

TopGear on Mini: New hatch uglier but more sorted. Pointless Paceman and two-seaters soon to die. Good riddance.

MINI HATCH

Yes, it's bigger, and no, that isn't necessarily a good thing. Apart from that, the new Mini is predictably excellent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
One	£13,935	9.9	121	103	133	61.4	108	7/10
Cooper	£15,485	7.9	130	136	162	62.7	105	8/10
Cooper S	£18,840	6.8	146	192	206	49.5	133	8/10
Cooper D	£16,635	9.2	127	116	199	80.7	92	7/10

Euro NCAP n/a, LxWxH in mm: 3821x1727x1414, 40/44-litre fuel tank, 211-litre boot, 6 engines, 6 trims, 12 models in total.

MINI 5-DOOR

See above. And remove good looks. Not the nicest in profile, but handily bigger and only £600 more. Fills a (rather) gap.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Cooper 5dr	£16,085	8.2	129	136	162	60.1	109	7/10
Cooper SD 5dr	£20,235	7.4	140	170	266	68.9	109	7/10

Euro NCAP n/a, LxWxH in mm: 3982x1727x1414, 40/44-litre fuel tank, 278-litre boot, 6 engines, 6 trims, 12 models in total.

DATA IN NUMBERS: MINI MINI?

→ Toyota Yaris 5dr 32mm shorter than Mini 5-door

TOPGEAR TOP FIVE

HOT HATCHBACKS

1



VOLKSWAGEN GOLF R

Price £30,820 **Specs** 300bhp, 280lb ft, 0-62mph 5.1secs, VMax 155mph, 39.8mpg, CO₂ 165g/km

Previous Golf R's have been a bit leaden. This one isn't. In fact it's one of the best hot Golf's ever: sharp, direct, fast and fun. An Impreza from Germany.

2



HONDA CIVIC TYPE-R

Price £29,995 **Specs** 310bhp, 295lb ft, 0-62mph 5.7secs, VMax 167mph, 38.7mpg, CO₂ 170g/km

The most blistering of all hot hatches (well, until the Ford Focus RS arrives). The Civic Type-R is a beast, but impressively blends finesse with its ferocity.

3



RENAULTSPORT MEGANE 275 CUP-S

Price £23,935 **Specs** 275bhp, 265lb ft, 0-62mph 6.0secs, VMax 158mph, 37.7mpg, CO₂ 174g/km

Take your driving seriously? Attend track days? Post on forums? Then buy a Megane, the hatch of choice for hardcore geeks. Price-cut Cup-S model is a bargain.

4



SEAT LEON CUPRA 280

Price £27,910 **Specs** 276bhp, 258lb ft, 0-62mph 5.7secs, VMax 155mph, 42.8mpg, CO₂ 154g/km

Like the Golf R, the Leon took us rather by surprise. Very effective differential, crisp, strong engine and plenty of cornering nous. Well done Seat, much better.

5



BMW M135i

Price £31,860 **Specs** 326bhp, 332lb ft, 0-62mph 5.1secs, VMax 155mph, 35.3mpg, CO₂ 188g/km

Not front wheel drive, so some may say this isn't a hot hatch at all. But it is, and it's brilliant. Super fast, highly amusing and £10k cheaper than the old 1M. Bargain.

PACEMAN

Another car we didn't ask for, from a firm with seemingly few ideas. What's the Paceman for, Mini?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Cooper S	£22,485	7.4	137	190	192	47.1	139	4/10

Euro NCAP n/a, LxWxH in mm: 4110x1790x1520, 47-litre fuel tank, 330/1080-litre boot, 4 engines, 4 trims, 7 models in total.

MITSUBISHI

TopGear on Mitsubishi: Hard to care now Evo is dead, but electro-Outlander actually Britain's top-selling EV. Nope. Still not fussed.

OUTLANDER

No-nonsense seven-seat SUV. Fair to middling. Plug-in hybrid version offered too. No one will buy that one either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 PHEV GX3h	£33,304	11.0	106	163	245	148.7	44	6/10
2.2 DI-D GX2	£23,984	10.2	124	150	280	53.3	138	5/10

Euro NCAP n/a, LxWxH in mm: 4660x1800x1680, 60-litre fuel tank, 550/1755-litre boot, 2 engines, 4 trims, 7 models in total.

DATA IN NUMBERS: ELECTRIC RANGER

→ Claimed EV range of Outlander PHEV 32.5 miles

MORGAN

TopGear on Morgan: Idiosyncratic British sports cars designed to give you wood and a healthy exposure to the elements. Poop poop.

3WHEELER

Eccentric and impractical, but for putting a smile on your face, nothing this side of a Tiger Moth competes.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Bespoke 2d	£30,000	4.5	120	110	100	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: n/a, 40-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total.

CLASSIC

The only car to look like a restoration when actually new. The reasonably new Plus 8 is a fearsomely fast thing.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Plus 4	£36,290	7.5	118	154	148	40.4	164	6/10
4.8 Plus 8	£85,200	4.5	155	367	370	23.0	282	7/10

Euro NCAP n/a, LxWxH in mm: 4010x1500/1720x1220, 50-litre fuel tank, n/a-litre boot, 4 engines, 6 trims, 6 models in total.

AERO 8

Some ash still lurks in the frame of this sports car. Creaks a bit, but otherwise not as antiquated as you might think.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.8 V8 Coupe	£99,950	4.5	170	367	370	23.0	282	8/10
4.8 V8 S'sports	£126,900	4.5	170	367	370	26.0	256	8/10

Euro NCAP n/a, LxWxH in mm: 4120x1770x1200, 57-litre fuel tank, 227-litre boot, 1 engine, 2 trims, 2 models in total.

Audi Vorsprung durch Technik



The Audi A3 Saloon S line from £319 per month.* Includes:

► Xenon headlights ► SD card based Navigation ► S line Sport suspension

audi.co.uk/offers

*At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi A3 Saloon S line 2.0 TDI 150PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,914.00 (plus VAT), 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guide lines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (October 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport Audi Finance.

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NISSAN

TopGear on Nissan:

Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.

JUKE

Clever little SUV crossover that looks like... well, looks like nothing else we can think of. Very nice, if a little odd.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 94 Visia	£13,930	12.0	104	94	103	47.1	138	5/10
1.6T Nismo RS	£21,995	7.0	137	218	207	39.2	165	6/10
1.5 dCi Visia	£17,025	11.2	109	110	192	70.6	104	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4135x1765x1565, 46-litre fuel tank, 350/1181-litre boot, 6 engines, 5 trims, 17 models in total.

DATA IN NUMBERS: JUKE RS V JUKE RS

- Juke RS 2WD 218bhp, 0-62mph 7.0secs, £21,995
- Juke RS 4WD 214bhp, 0-62mph 8.0secs, £24,100

LEAF

The first mass-produced leccy car. It's impressive, but our infrastructure needs sorting before it really makes sense.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
EV Visia	£26,490	11.9	90	109	206	n/a	0	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4450x1780x1570, no fuel tank, 330/680-litre boot, 1 electric motor, 3 trims, 3 models in total.

NOTE

New nose, same commodious cabin. Otherwise precious little to tempt Doris out of her Jazz.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 LE	£9,995	13.7	106	80	81	60.1	109	5/10
1.5 dCi Acenta	£15,675	11.9	111	190	147	78.5	93	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4100x1695x1530, 46-litre fuel tank, 411/1495-litre boot, 3 engines, 4 trims, 9 models in total.

QASHQAI

Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, you know, family stuff.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 DiG-T Visia	£18,545	11.3	114	115	140	50.4	132	8/10
1.6 DiG-T n-tec	£23,200	9.1	124	163	177	48.7	138	8/10
1.6 dCi n-tec	£24,980	10.5	118	130	236	64.2	115	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4370x1800x1595, 65-litre fuel tank, 430-litre boot, 4 engines, 4 trims, 19 models in total.

X-TRAIL

The X-Trail used to be a rufy-tufy thing. Now it's been emasculated. As a result, we think it's better. Fickle, us?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 dCi 130 Visia	£23,445	10.5	117	130	236	57.6	129	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4643x1820x1695, 60-litre fuel tank, 135(550)/1982-litre boot, 1 engine, 4 trims, 14 models in total.

TOPGEAR TOP FIVE

UTILITY SUVs

1



LAND ROVER DISCOVERY 3.0 SDV6 SE TECH

Price £47,500 Specs 252bhp, 442lb ft, 0-62mph 8.8secs, VMax 124mph, 35.3mpg, CO2 213g/km

Getting better and better with each generation. Seven seats, off-road ability, comfort and just enough luxe make this the thinking man's Range Rover.

2



LAND ROVER DEFENDER 90 HERITAGE EDITION

Price £27,800 Specs 120bhp, 266lb ft, 0-62mph 15.8secs, VMax 90mph, 8.3mpg, CO2 266g/km

Aged workhorse of the Land Rover stable, but not quite ready for the knackers yard yet. An icon, and one that will be extremely hard to replace.

3



DACIA DUSTER ACCESS 1.6 4x4

Price £11,495 Specs 104bhp, 109lb ft, 0-62mph 12.8secs, VMax 99mph, 35.3mpg, CO2 185g/km

Britain's cheapest four-wheel drive, and no less brilliant because of that. Not much in the way of standard kit, but then who cares for £11k?

4



MERCEDES G-CLASS 350 BLUETEC

Price £86,445 Specs 208bhp, 398lb ft, 0-62mph 9.1secs, VMax 108mph, 25.2mpg, CO2 295g/km

Along with cockroaches, probably about the only thing capable of withstanding nuclear fallout. Epic off-road, very suspect on-road.

5



TOYOTA LAND CRUISER

Price £48,395 Specs 208bhp, 310lb ft, 0-62mph 11.0secs, VMax 109mph, 34.9mpg, CO2 213g/km

Looks expensive, until you remember how long it will outlive you by. There's a reason that Toyotas are used in the most inhospitable bits of the planet, you know.

370Z

Z still looks great, but where's the fire-breathing manliness of the old one, Nissan? GT86 has highlighted its shortcomings.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.7 V6 Standard	£27,605	5.3	155	326	269	26.9	249	7/10
3.7 V6 Nismo	£37,745	5.2	155	344	274	26.6	248	7/10

Euro NCAP n/a, LxWxH in mm: 4250x1850x1320, 72-litre fuel tank, 235-litre boot, 2 engines, 3 trims, 3 models in total.

GT-R

Cheap at twice the price, the GT-R is an uber-techy, violently capable, ruthlessly rapid speed machine. Drive one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 V6 550	£78,030	2.8	196	550	466	24.0	275	9/10
3.8 V6 Nismo	£125,000	<2.7	TBA	600	466	24.0	275	9/10

Euro NCAP n/a, LxWxH in mm: 4670x1895x1370, 74-litre fuel tank, 315-litre boot, 2 engines, 2 trims, 2 models in total.

NOBLE

TopGear on Noble:

Yes, it's from the home of pork pies. Yes, the engine's from a school-run bus. Doesn't stop Noble being a supercar force.

M600

Powered by a twin turbo Volvo XC90 V8, the old school M600 is epically fast and amazingly supple. Major want.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.4 V8 T 650	£200,000	3.0	225	650	604	n/a	n/a	9/10

Euro NCAP n/a, LxWxH in mm: 4360x1910x1120, 68-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

PAGANI

TopGear on Pagani:

The greatest exponents of artistic Italian pageantry and Hulk-spec power the world has yet seen.

HUAYRA

The name is what you exclaim when you nail the throttle in this twin turbo V12'd, active aero'd hypercar.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12	£990,000	n/a	230	730	811	23.5	300	8/10

Euro NCAP n/a, LxWxH in mm: 4610x2040x1170, 85-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

PEUGEOT

TopGear on Peugeot:

Chassis bods have refound their mojo with 208 GTi and RCZ R. Design needs to be more Onyx, less ordinary.

108

Now more refined and comfortable. Can be had with a 1.2. Have the 1.0. That's the one Toyota made.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 69 Access 3d	£8,345	14.3	99	69	70	68.9	95	6/10

Euro NCAP ★★★★★ LxWxH in mm: 3475x1615x1460, 35-litre fuel tank, 196/780-litre boot, 2 engines, 4 trims, 12 models in total.

THE NEW BMW 1 SERIES. PURE BMW.

With its class-leading efficiency, and near-perfect 50:50 weight distribution for superb agility and performance, the new BMW 1 Series is a driver's car through and through. BMW ConnectedDrive brings the outside world to you. Spotify and 4G capability brings you entertainment and ease of navigation at every turn.

To book your test drive,* contact your local BMW Centre.

Official fuel economy figures for the new BMW 1 Series Sports Hatch range: Urban 25.9–72.4 mpg (10.9–3.9l/100 km). Extra Urban 44.1–91.1 mpg (6.4–3.1l/100 km).

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208

Congratulations Peugeot, it's only taken you 25 years to reimagine the 205. 208 is light, likeable and French. In a good way.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Access ac 3d	£11,695	14.0	103	68	66	64.2	102	6/10
1.6 THP GTi	£19,145	6.5	143	208	221	52.3	125	7/10
1.6 B'HDi Allure	£16,645	13.3	106	75	169	94.2	79	6/10

Euro NCAP ★★★★★ LxWxH in mm: 3970x1740x1460, 50-litre fuel tank, 285/1152-litre boot, 6 engines, 7 trims, 39 models in total.

308

Well, knock us down with a feather, out of nowhere, Peugeot gives us a hatch good to drive and own. Gobs smacked.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 THP GT	£24,095	7.5	146	205	210	50.4	130	8/10
1.6 e-HDi Active	£19,445	10.2	121	115	199	76.3	95	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4253x1804x1457, 53-litre fuel tank, 470/1309-litre boot, 9 engines, 5 trims, 25 models in total.

508

Peugeot's replacement for the 407 is actually quite nice in an average sort of way. Just been facelifted.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 HDi Active	£23,695	9.8	130	150	273	72.4	97	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4830x1853x1456, 72-litre fuel tank, 473-litre boot, 5 engines, 4 trims, 17 models in total.

RCZ

Peugeot's stunning coupe marks a renaissance. Good-looking, fun to drive, tolerable value. Now go buy an Audi TT.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 THP 200 GT	£27,150	7.6	146	200	206	42.1	155	7/10
RCZ R	£32,250	5.9	155	270	244	44.8	145	7/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 HDi 163 GT	£26,600	8.7	137	163	240	53.2	139	7/10

Euro NCAP n/a, LxWxH in mm: 4290x1850x1350, 55-litre fuel tank, 309-litre boot, 4 engines, 3 trims, 6 models in total.

2008

High-rise supermini that's increasingly popular in the wake of the Juke. A little mash-up which just about works.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 VTi Access	£13,195	13.5	105	82	87	57.6	114	5/10
1.6 BlueHdi	£16,545	11.3	114	100	187	78.5	95	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4160x1740x1560, 50-litre fuel tank, 360/1172-litre boot, 5 engines, 4 trims, 15 models in total.

5008

Large seven-seat MPV that looks pretty good and does everything a family might want, although it's less brilliant to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 HDi Active	£24,295	10.0	121	150	251	53.3	138	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4530x1837x1638, 60-litre fuel tank, 679/2506-litre boot, 6 engines, 3 trims, 13 models in total.

TOPGEAR TOP TEN

MOST ECONOMICAL SUB-2.0 PETROL

1



Toyota Yaris Hybrid
85.6mpg

6



Nissan Micra DiG-S
68.9mpg

2



Citroen C1
74.3mpg

7



Audi A1 1.0 TFSI
67.3mpg

3



Fiat 500 TwinAir 85
74.3mpg

8



Mitsubishi Mirage
67.3mpg

4



Toyota Prius
72.4mpg

9



Volkswagen Up 1.0 60 BMT
67.3mpg

5



Volkswagen Polo 1.0 TSI Bluemotion
68.9mpg

10



Fiat Panda TwinAir 85
67.3mpg

PORSCHE

TopGear on Porsche:

Irritatingly great to drive, even when it's a 4x4. There's a reason every sports car is dubbed '911-fighter'...

BOXSTER

The best sports-roadster on sale, bar none. Don't shop anywhere else if you can afford it. S betters Jaguar F-Type...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.7 265	£39,553	5.8	164	265	206	34.4	192	9/10
3.4 315 S	£47,858	5.1	173	315	265	32.1	205	9/10
3.4 GTS	£53,872	5.0	174	330	272	31.4	211	9/10

Euro NCAP n/a, LxWxH in mm: 4370x1800x1280, 64-litre fuel tank, 130/280-litre boot, 3 engines, 3 trims, 3 models in total.

CAYMAN

The 911's poor relation? Only if you're a social climber. The Cayman is the purer, more satisfying driver's car.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.7 275	£39,694	5.7	165	275	213	34.4	192	8/10
3.4 325 S	£48,783	5.0	175	325	273	32.1	206	9/10
3.4 GTS	£55,397	4.9	177	340	280	31.4	211	9/10
3.8 GT4	£64,451	4.4	183	385	309	27.4	238	10/10

Euro NCAP n/a, LxWxH in mm: 4380x1800x1300, 64-litre fuel tank, 150/425-litre boot, 4 engines, 4 trims, 4 models in total.

911

Styling is evolutionary and cabin shared with Panamera, but this is Porsche proving it's the world's best sports car builder.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 Carrera S	£83,545	4.5	188	400	324	29.7	224	9/10
3.8 C4 GTS	£95,862	4.4	188	440	324	28.5	233	9/10
3.8 GT3 RS	£131,296	3.3	193	500	339	22.2	296	10/10
3.8 Turbo S	£142,120	3.1	197	560	552	29.1	227	8/10

Euro NCAP n/a, LxWxH in mm: 4490x1800x1300, 64-litre fuel tank, 135-litre boot, 6 engines, 10 trims, 21 models in total.

918 SPYDER

Quite possibly the most complex car in the world. But it all works, and is mind-bending. Also quite fast.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
918	£659,775	2.8	211	885	801	85	79	10/10

Euro NCAP n/a, LxWxH in mm: 4643x1940x1167, 70-litre fuel tank, 110-litre boot, 1 engine, 2 trims, 2 models in total.

PANAMERA

Four-door, four-seat family Porsche. Very fast, quite hard to fall in love with, apart from the rather outrageous GTS model.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.8 V8 GTS	£93,391	4.5	179	400	368	25.4	260	7/10
4.8 V8 Turbo S	£131,162	3.8	192	570	552	27.7	239	6/10
3.0 V6 Diesel	£65,289	6.8	150	250	405	43.5	172	6/10
E-Hybrid	£89,401	5.5	167	338	325	91.0	71	6/10

Euro NCAP n/a, LxWxH in mm: 4970x1930x1420, 80-litre fuel tank, 445/1263-litre boot, 8 engines, 8 trims, 9 models in total.



The new
BMW 1 Series

bmw.co.uk



The Ultimate
Driving Machine

Combined 35.3–83.1mpg (8.0–3.4l/100km). CO₂ emissions 188–89g/km. Figures may vary depending on driving style and conditions. *Test drive subject to applicant status and availability.

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MACAN

Porsche's Range Rover Evoque is a tidy looker that has image by the bucket-load. Thus, soon to be everywhere...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S	£44,650	5.4	157	340	339	32.5	204	8/10
Turbo	£60,994	4.8	165	400	405	31.7	208	8/10
S Diesel	£44,636	6.3	142	258	427	46.3	159	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4684x1923x1624, 65-litre fuel tank, 500/1500-litre boot, 4 engines, 4 trims, 4 models in total.

CAYENNE

Sporting SUV that's very capable and now better to look at. It no longer has a ride that ruins your spine, either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S E-Hybrid	£62,099	5.9	150	422	435	83.1	79	7/10
Turbo	£93,574	4.5	173	527	554	25.2	261	6/10
S Diesel	£62,099	5.4	156	383	626	35.3	209	8/10

Euro NCAP n/a, LxWxH in mm: 4855x1939x1705, 100-litre fuel tank, 670/1780-litre boot, 7 engines, 7 trims, 7 models in total.

RADICAL

TopGear on Radical: Super-fast, super-intense range of Nürburgring-humbling race cars. Wait – what, they're road-legal? Oh my.



SR3

Few are as extreme, and few cope as badly with British roads. A car for dry, smooth, clear tarmac. Such as a track.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 245 Std	£69,850	3.4	160	245	265	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4100x1790x1130, 50-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

RXC

Now here's a trick: Radical's second road car has much more power and a roof, but is far tamer to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.7 V6	£94,500	2.8	175	350	320	n/a	n/a	8/10
3.5 V6 Turbo	£107,500	2.6	185	454	500	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4300x1960x1127, 50-litre fuel tank, n/a-litre boot, 2 engines, 1 trim, 2 models in total.

RENAULT

TopGear on Renault: Still a pervading sense of flimsiness about Renaults. We hope the ageing RS Megane isn't the end of an era.



TWINGO

Rear-engined, rear drive, it's a mini-911! Only it's actually a cheeky little city car. Turbo is only one with any nous, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SCe 70	£9,495	14.5	94	70	67	82.7	105	5/10
0.9 TCe 90	£11,695	10.8	103	90	99	65.7	99	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3595x1646x1554, 35-litre fuel tank, 188/980-litre boot, 2 engines, 3 trims, 4 models in total.

TWIZY

God knows what's got into us, but we badly want a Twizy. Mainly to sneak up on other cars in electrical silence.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
13kW EV	£7,595	n/a	50	17	42	n/a	0	7/10

Euro NCAP n/a, LxWxH in mm: 2340x1240x1460, no fuel tank, 31-litre boot, 1 electric motor, 3 trims, 3 models in total.

DATA IN NUMBERS: ELECTRIC CONTRAST

- Tesla Model S P85D 0-62mph 3.1 seconds
- Renault Twizy 0-62mph It can't do 62mph

ZOE

This could be the point where electric cars start to prove themselves. The Zoe looks great and costs little.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
EV Expression	£18,443	13.5	84	88	162	n/a	0	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4090x1730x1560, no fuel tank, 328/1225-litre boot, 1 electric motor, 3 trims, 3 models in total.

TOPGEAR TOP TEN

TORQUEST FWD



1

Ford S-Max
2.0 TDCi 210
332lb ft



2

Ford Mondeo
2.0 TDCi 210
332lb ft



3

Ford Galaxy
2.0 TDCi 210
332lb ft



4

Volvo V60
PHEV
325lb ft



5

Mazda6 2.2
SKYACTIV-D 175
310lb ft



6

Volvo
V40 D4
295lb ft



7

Volvo
S80 D4
295lb ft



8

Volvo
V70 D4
295lb ft



9

Volvo
S60 D4
295lb ft



10

Volvo
XC60 D4
295lb ft

CLIO

A return to form for Renault. Clio 4 is good-looking and drives well. Just avoid the gutless lower-powered 1.2 petrol.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9 TCe Dyn Nav	£14,675	12.2	113	90	99	62.8	104	7/10
1.2 GT-Line	£17,725	9.9	124	120	140	54.3	120	6/10
1.6T RS Trophy	£21,780	6.6	146	220	207	47.9	135	7/10
1.5 dCi Exp+	£14,975	12.0	112	90	162	88.3	83	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4060x1730x1450, 45-litre fuel tank, 320/1200-litre boot, 5 engines, 6 trims, 16 models in total.

CAPTUR

Renault's take on the Juke that's, perhaps unsurprisingly, more style than substance. Clio for us, please.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9 TCe Exp+	£14,295	12.6	106	90	99	56.5	115	7/10
1.5 dCi Exp+	£15,995	12.6	106	90	162	76.4	95	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4120x1780x1560, 45-litre fuel tank, 377/1235-litre boot, 3 engines, 4 trims, 10 models in total.

MEGANE

It's lost the fat arse, which is a good thing. Build quality is much improved, driving manners are above average, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
R'Sport Cup-S	£23,935	6.0	158	275	266	37.7	174	8/10
Trophy-R 275	£36,430	5.8	158	275	266	37.7	174	9/10
1.5 dCi Exp+	£18,245	12.1	118	110	192	80.7	90	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4300x1810x1450, 60-litre fuel tank, 372/1162-litre boot, 8 engines, 6 trims, 42 models in total.

KADJAR

Thankfully heaps better than Renault's last crack at a big crossover – the Koleos. Qashqai rival with genuine appeal.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TCe	£17,995	10.1	119	132	151	50.4	126	6/10
1.5 dCi	£19,895	11.9	113	112	192	74.3	99	7/10

Euro NCAP n/a LxWxH in mm: 4449x1836x1607, 55-litre fuel tank, 864/1620-litre boot, 3 engines, 4 trims, 14 models in total.

DATA IN NUMBERS: BIGGER SISTER

- Nissan Qashqai overall length 4370mm
- Renault Kadjar overall length 4449mm

ROLLS-ROYCE

TopGear on Rolls-Royce: Wheeled pleasure yachts that've seen off the challenge of Maybach and offer more charm than Bentley.

GHOST S2

A car for the junior plutocrat, since his boss will clearly be in a Phantom. Wave at him – he needs your pity.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£181,865	4.7	155	571	576	20.8	327	9/10
6.6 V12 EWB	£207,105	4.8	155	571	576	20.6	329	9/10

Euro NCAP n/a LxWxH in mm: 5399x5569x1948x1550, 82-litre fuel tank, 490-litre boot, 1 engine, 1 trim, 2 models in total.

PHANTOM S2

Luxury British land-yacht which manages to drive as well as it soothes. Cars come no more opulent than this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.75 V12 EWB	£357,875	6.1	150	453	531	18.9	349	9/10
6.75 V12 D'head	£352,745	5.8	150	453	531	19.1	347	8/10
6.75 V12 Coupe	£333,155	5.8	155	453	531	19.1	347	8/10

Euro NCAP n/a, LxWxH in mm: 5830x6090x1990x1640, 100-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 4 models in total.

WRAITH

If the Grand Tour still existed, this is how the aristocracy would get to Vienna. A majestic symbol of Britain.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£235,000	4.4	155	624	590	20.2	327	9/10

Euro NCAP n/a, LxWxH in mm: 5269x1947x1507, 82-litre fuel tank, 470-litre boot, 1 engine, 1 trim, 1 model in total.

SEAT

TopGear on Seat:

Supposedly the sporty arm of the VW Group behemoth. So why does it make a seven-seat MPV, then?

MII

Don't go expecting loads of Spanish flair here. VW doesn't permit that. This is just a very sensible Up-based city car.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SE Eco 3d	£10,145	14.4	100	60	67	68.9	95	7/10
1.0 75 Sport 3d	£10,540	13.2	106	75	70	60.1	108	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 238/951-litre boot, 2 engines, 5 trims, 12 models in total.

IBIZA

Looks sharp, and pricing is good, but hasn't quite made the leap that the Leon has. Ride could be better.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TDI Eco S 5d	£14,520	13.9	107	75	133	80.7	92	6/10
1.4 Cupra SC	£19,120	6.9	142	180	184	47.9	139	7/10
1.6 TDI FR SC	£16,050	10.5	117	105	185	65.7	112	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4030x1690x1430, 45-litre fuel tank, 284-litre boot, 9 engines, 5 trims, 34 models in total.

LEON

Seat has really upped its game with the all-new Leon. Super-hot Cupra is rather tremendous.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 EcoTSI FR	£20,525	8.0	134	150	184	60.1	110	7/10
1.8 TSI FR	£21,565	7.5	140	180	184	47.1	138	8/10
2.0 TSI Cupra SC	£27,910	5.8	155	280	258	42.8	154	8/10
2.0 TDI FR SC	£23,045	7.5	142	184	280	67.3	109	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4260x1780x1460, 50-litre fuel tank, 380-litre boot, 7 engines, 5 trims, 37 models in total.

ALHAMBRA

One of the very best MPVs around. If you don't want an S-Max, this is a worthy alternative. Lots of seats, lots of space.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI SE	£28,675	10.2	126	150	251	55.4	132	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 267/2297-litre boot, 4 engines, 4 trims, 8 models in total.

SKODA

TopGear on Skoda:

Supposedly the cheap'n'cheerful arm of the VW Group behemoth. So why does it make a £30k barge, then?

CITIGO

Of course you recognise it – the Citigo is a lightly altered VW Up. Which makes it a very fine city car indeed.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Green SE 3d	£9,495	14.4	100	60	70	68.9	95	7/10
1.0 Gre' SE L 5d	£10,815	13.2	107	75	70	67.3	98	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 251/951-litre boot, 2 engines, 4 trims, 12 models in total.

FABIA

Only 9 per cent of the old Fabia has been carried into the new one. So it's 91 per cent, better says TG maths.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 S	£10,600	15.7	99	60	70	60.1	106	6/10
1.2 TSI 90 SE	£13,450	10.9	113	90	118	60.1	107	7/10
1.4 TDI 90 SE	£15,450	11.1	113	90	169	83.0	88	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3992x1732x1467, 45-litre fuel tank, 330/1150-litre boot, 5 engines, 3 trims, 13 models in total.

OCTAVIA

Skoda, VW's practicality-obsessed arm, gives you all the car you'll ever need. Provided you're slightly dull.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TSI SE	£17,635	9.9	122	105	129	57.7	114	7/10
2.0 TSI vRS	£23,830	6.8	154	220	258	45.6	142	7/10
1.6 TDI SE	£19,650	10.4	121	105	184	74.3	99	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4660x1810x1460, 50-litre fuel tank, 590/1740-litre boot, 7 engines, 8 trims, 45 models in total.

HEROES

LAND ROVER DISCOVERY



WHY IS IT SPECIAL?

Needed to tow something heavy? Traverse a raging torrent? Tackle the wild head-on? Then you'll wish you had a Discovery. This also applies if you have kids and a regular life to lead. The Disco is the perfect blend of capability, versatility, luxury and utilitarianism. Unlike the RRS, it's not too precious to be put to work, after which it will come up smelling of roses and ready for the next challenge.

WHICH TO HAVE?

Discovery prices start at just over £40k (£41,600 to be precise), but you want a few luxuries without going the whole £59,970 HSE Luxury hog. So SE Tech it is. £47,500.

They all come with the same 3.0-litre turbodiesel engine, anyway. With 256bhp, a healthy 443lb ft of torque and 0-60mph in 8.8sec it more than does the job of hauling you and yours around.



SPECS

ENGINE/GEARBOX 2993cc, 6cyl turbodiesel, 256bhp, 443lb ft PERFORMANCE 0-62mph in 9.3 seconds, top speed 112mph, 35.3mpg, 213g/km WEIGHT 2,570kg PRICE £47,500

SUPERB

Enormous Skoda catches Audi-itus. Styled with ruler, but we don't care because it's like an A8 for A3 money



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI S	£18,640	9.9	129	125	147	52.3	125	8/10
2.0 TDI SE	£22,090	8.9	135	150	250	68.9	108	8/10
2.0 TDI SE L Est'	£28,520	8.1	146	190	295	67.3	110	9/10

Euro NCAP n/a, LxWxH in mm: 4861x1864x1470, TBA-litre fuel tank, 625/1760-litre boot, 6 engines, 5 trims, 19 models in total.

YETI

Skoda's SUV-lite is a favourite of TopGear. It looks chunky, acts chunky and drives chunkily, too. Facelift spoils purity though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TSI 105 S	£17,000	11.4	110	105	129	46.3	142	7/10
2.0 TDI 110 Bus'	£19,850	11.6	112	110	184	62.8	118	7/10
2.0 TDI SE L 4x4	£24,620	9.1	121	150	251	55.4	134	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4222x1793x1645, 55-litre fuel tank, 322/1760-litre boot, 4 engines, 5 trims, 21 models in total.

SMART

TopGear on Smart:

Best execution of a flawed idea. We'll have the cheaper, mechanically identical Twingo, thanks.

FORTWO

A doddle to park, a delight around town, but what on earth was Smart thinking when it signed off the design?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Passion	£11,125	14.4	94	71	67	68.9	93	6/10
0.9T Prime	£12,415	10.4	96	90	83	67.3	97	6/10

Euro NCAP ★★★★★ LxWxH in mm: 2695, 1663, 1555, 35-litre fuel tank, 260/350-litre boot, 2 engines, 4 trims, 8 models in total.

FORFOUR

Same front end as the car above. Concerning. Otherwise, it's a decent city car. But our eyes hurt.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Passion	£11,620	15.9	94	71	67	67.3	97	6/10
1.0 Edition #1	£13,720	15.9	94	71	67	67.3	97	5/10

Euro NCAP ★★★★★ LxWxH in mm: 3495, 1665, 1555, 35-litre fuel tank, 185/975-litre boot, 1 engine, 4 trims, 4 models in total.

SSANGYONG

TopGear on SsangYong:

Still mired where the rest of the Koreans languished decades ago. Very cheap, for very good reason.

TIVOLI

Neat-looking crossover is SsangYong's more practical take on the Nissan Juke. Storming value but not bad to own either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 eXGi SE	£12,950	12.0	106	128	118	44.1	149	4/10

Euro NCAP n/a, LxWxH in mm: 4195x1795x1590, 47-litre fuel tank, 423-litre boot, 2 engines, 3 trims, 8 models in total.

SUBARU

TopGear on Subaru:

Ex-WRC legend rebuilding its brand with chunky, rugged 4x4s. Rally heritage lives on in old-skool WRX.

OUTBACK

More of the unfashionable same from Subaru, but that's what owners love. New one is handily sized, very capable.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D SE	£27,995	9.7	119	150	258	50.4	145	6/10

Euro NCAP n/a, LxWxH in mm: 4815x1840x1605, 60-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 3 models in total.

LEVORG

Yet another big estate from Subaru. Hard to see where it fits in, particularly with just a single petrol engine choice.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DIT GT	£27,495	8.9	131	172	185	39.8	164	TBA

Euro NCAP n/a, LxWxH in mm: 4690x1780x1490, 60-litre fuel tank, 522/1466-litre boot, 1 engine, 1 trim, 1 model in total.

WRX STI

The Scooby turbo is back, minus the Impreza name but with the same huge wing and heinous thirst.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5T STi	£28,995	5.2	159	300	300	27.2	242	7/10

Euro NCAP n/a, LxWxH in mm: 4595x1795x1475, 77-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 1 model in total.

DATA IN NUMBERS: FAST THIRST

→ WRX STI 48% thirstier than an Audi S3; 0-62mph identical

BRZ

An entirely excellent small, sharp coupe that's not at all like an Impreza. In a good way. Rather like a Toyota GT86...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE Lux 2d	£23,995	7.6	130	200	151	36.2	181	9/10

Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 55-litre fuel tank, 245-litre boot, 1 engine, 2 trims, 2 models in total.

FORESTER

Lacks school run glam, but that's not the point - this is rugged transport. Pity the 240bhp XT Turbo is so ignorable.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D XC	£26,995	10.2	118	147	258	47.9	156	7/10

Euro NCAP n/a, LxWxH in mm: 4560x1780x1700, 64-litre fuel tank, 450/1610-litre boot, 3 engines, 4 trims, 6 models in total.

SUZUKI

TopGear on Suzuki:
Only the lovable Swift Sport appears to have been fed the enthusiasm from Suzuki's mental motorcycles.

SWIFT

By not trying too hard, this no-nonsense supermini succeeds in being really rather good. The Sport is back, too. Rejoice!



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Sport 3d	£13,999	8.7	121	136	118	44.1	147	7/10

Euro NCAP n/a, LxWxH in mm: 3850x1700x1510, 45-litre fuel tank, 213/562-litre boot, 2 engines, 4 trims, 10 models in total.

S-CROSS

Out with the SX4, in with the S-Cross. Same Qashqai-rivalling concept, same slight surprise at how decent it is.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DDiS SZ3	£16,999	12.0	111	120	236	67.2	110	6/10

Euro NCAP n/a, LxWxH in mm: 4300x1765x1575, 50-litre fuel tank, 430-litre boot, 2 engines, 4 trims, 11 models in total.

VITARA

This one caught us rather by surprise. Vitara is a perfectly good alternative to a Qashqai or Juke. Well done, Suzuki.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DDiS SZ-T	£17,499	11.5	112	120	236	70.6	106	7/10

Euro NCAP n/a, LxWxH in mm: 4175x1775x1610, 47-litre fuel tank, 375/710-litre boot, 2 engine, 3 trims, 7 models in total.

TESLA

TopGear on Tesla:
All-electric cars done properly. Model S is so good; you could almost use one as your one and only car. Almost.



MODEL S

The most credible alternative to the German execs yet launched. Fast, well designed and utterly silent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
70kWh	£60,535	5.2	140	334	317	N/A	0	8/10

P85D £84,535 3.1 155 701 443 N/A 0 9/10
Euro NCAP n/a, LxWxH in mm: 4970x1964x1445, no fuel tank, 745/1645-litre boot, 3 power outputs, 3 trims, 3 models in total.

TOYOTA

TopGear on Toyota:
Maker of many boring things. And the GT86. Which is so good, it almost makes up for the rest of 'em.

AYGO

Citroen C1 with added face fungus. Still cheap, still good around town. Now more capable elsewhere.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 x 3d	£8,895	14.2	99	70	70	68.9	95	7/10

1.0 x-cite 5d £11,895 14.2 99 70 70 68.9 95 7/10

Euro NCAP n/a, LxWxH in mm: 3455x1615x1460, 35-litre fuel tank, 168-litre boot, 1 engine, 5 trims, 10 models in total.

YARIS

A key car for Toyota in Europe. The engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.33 Icon 5d	£14,095	11.1	109	98	92	57.6	114	4/10

Euro NCAP n/a, LxWxH in mm: 3890x1700x1510, 42-litre fuel tank, 347/768-litre boot, 4 engines, 4 trims, 11 models in total.

DATA IN NUMBERS: BORIS BEATER

→ Cheapest Congestion Charge exempt Yaris £15,295

AURIS

For people who want a Prius, but don't want to be seen in a Prius. Possibly Britain's worst driven car. Maybe.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8 Hybrid	£19,645	10.9	112	138	105	80.7	79	6/10

Euro NCAP n/a, LxWxH in mm: 4330x1760x1475, 50-litre fuel tank, 435/1199-litre boot, 5 engines, 5 trims, 30 models in total.

PRIUS

The iconic hybrid is clever, clean and economical, especially when it comes to tax. Want seven seats? Try a Prius+.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8 Plug-in	£33,395	13.1	111	98	104	134.5	49	6/10

1.8 Prius+ £26,995 11.8 105 138 105 68.9 96 5/10
Euro NCAP n/a, LxWxH in mm: 4460x1750x1490 (Prius+); 4635x1805x1775, 45-litre fuel tank, 445/658-litre boot (Prius+); 505/1425), 1 engine, 4 trims, 6 models in total.

AVENSIS

There's little wrong with the Avensis, just like there's little wrong with your dad's M&S jumper. Mmm, woolly.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 D-4D	£18,850	11.4	112	112	199	67.3	108	5/10

Euro NCAP n/a, LxWxH in mm: 4750x1810x1480, 60-litre fuel tank, 510/1609-litre boot, 3 engines, 4 trims, 9 models in total.

GT86

The best Toyota in donkeys (with a nod of thanks to Subaru). Light 'n' lithe coupe proves that 200bhp is enough.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Primo	£22,700	7.7	140	200	151	36.2	180	9/10

2.0 Aero £27,500 7.7 140 200 151 36.2 180 8/10

Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 50-litre fuel tank, 245-litre boot, 1 engine, 4 trims, 4 models in total.

VERSO

Revised in 2013 and does an OK job of moving offspring and their snotty gubbins, but outclassed by the Ford C-Max.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 D-4D Active	£19,990	12.7	115	114	199	62.0	119	5/10

Euro NCAP n/a, LxWxH in mm: 4440x1790x1620, 60-litre fuel tank, 178/1693-litre boot, 3 engines, 3 trims, 8 models in total.

LAND CRUISER

Happy in the hands of armed militia and jolly farmers from Lincolnshire. One of the most robust off-roaders ever.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 D-4D Icon	£48,355	11.7	109	171	302	34.9	213	5/10

Euro NCAP n/a, LxWxH in mm: 4760x1885x1890, 87-litre fuel tank, 403/1695-litre boot, 1 engine, 3 trims, 3 models in total.

VAUXHALL

TopGear on Vauxhall:
Along with Ford, the bread and butter of British motoring. Thing is, Vauxhall forgets to put tasty fillings in.

ADAM

They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame its upbringing.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 100 S/S Slam	£14,895	11.5	115	100	96	55.4	119	7/10

1.0T Rocks Air £17,245 9.9 121 115 125 56.5 115 6/10

Euro NCAP n/a, LxWxH in mm: 3740x1680x1590, 45-litre fuel tank, 170/663-litre boot, 3 engines, 5 trims, 17 models in total.

VIVA

Vauxhall revives Viva name, but only in the UK. Viva is called Karl elsewhere. Is quite cheap. Also quite cheerful.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SE	£7,995	13.1	108	75	70	62.8	104	6/10

Euro NCAP n/a, LxWxH in mm: 3675x1595x1485, 32-litre fuel tank, 206/1013-litre boot, 1 engine, 2 trims, 3 models in total.



CORSA

Lovely little 1.0-litre turbo, very refined and vastly improved all round. But it's still a Vauxhall. Need we say more?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Sting 3d	£9,265	16.0	101	70	85	52.3	124	6/10
1.0T 90 SE 5d	£15,100	11.9	112	90	122	65.7	104	6/10
1.6T 205 VXR 3d	£18,245	6.8	143	205	180	37.7	174	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4020x1736x1479, 45-litre fuel tank, 285/1120-litre boot, 7 engines, 8 trims, 76 models in total.

ASTRA

Yes, yawn, it's the new Astra. Trouble is, this one really takes the fight to the Focus. Onboard connectivity is superb.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T	£15,995	10.5	124	105	125	65.7	99	7/10
1.4T 150 SRi	£18,895	7.8	134	150	181	51.4	128	7/10
1.6 CDTi Design	£18,180	9.0	127	136	236	76.3	99	7/10

Euro NCAP n/a, LxWxH in mm: 4370x1871x1485, 48-litre fuel tank, 370/1210-litre boot, 8 engines, 5 trims, 41 models in total.

INSIGNIA

The Vectra replacement that changed its name to avoid incrimination in past crimes. Good to drive, smart design.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.8 T VXR SS	£30,379	5.6	170	325	320	25.7	249	6/10
1.6 CDTi Design	£18,534	10.9	130	136	236	74.3	99	6/10
2.0 CDTi SRi ST	£23,434	9.4	137	170	295	60.1	124	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4830x1860x1530, 70-litre fuel tank, 530/1470-litre boot, 9 engines, 6 trims, 106 models in total.

VXR8

No-nonsense Aussie saloon is back. TG cheers loudly. Particularly as it now has nearly 600bhp... Stewth.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.2 V8 GTS	£54,509	4.9	155	584	545	18.5	363	7/10

Euro NCAP n/a, LxWxH in mm: 4940x1900x1470, 73-litre fuel tank, 495-litre boot, 1 engine, 1 trim, 1 model in total.

MERIVA

Mini-MPV with rear suicide doors to ease child installation and ejection of drunks. Like a Black Cab, minus vomit.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 CDTi Excl [†]	£20,875	9.9	122	136	236	64.2	116	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4290x1810x1620, 54-litre fuel tank, 400/1500-litre boot, 7 engines, 4 trims, 21 models in total.

ZAFIRA TOURER

Who'd of thunk it? The words 'Zafira' and 'desirable' in the same sentence. Boomerang eyes are locked on S-Max...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 CDTi SRi	£25,230	9.1	129	170	280	54.3	137	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4600x1850x1760, 65-litre fuel tank, 420/1420-litre boot, 5 engines, 5 trims, 22 models in total.

TOPGEAR TOP FIVE

BABY MPVs

1



FORD B-MAX 1.0T ZETEC

Price £16,095 Specs 125bhp, 147 lb ft, 0-62mph 11.2secs, VMax 117mph, 57.7mpg, CO₂ 114g/km

Essentially it's a fat Fiesta. But the sliding rear doors and lack of a B-pillar make it very easy to load children and it drives with a hint of entertainment. Bonus.

2



HONDA JAZZ 1.3 EX NAVI

Price £16,325 Specs 102bhp, 91 lb ft, 0-62mph 9.1secs, VMax 118mph, 55.4mpg, CO₂ 120g/km

Pensioners absolutely adore this thing. And with all that clever engineering for not very much money, so should everyone else. Except they don't. Shame.

3



Vauxhall MERIVA 1.6 CDTi TECH LINE

Price £17,175 Specs 136bhp, 236 lb ft, 0-62mph 9.9secs, VMax 122mph, 64.2mpg, CO₂ 116g/km

How do you make a small Vauxhall people mover more exciting? Add suicide rear doors. Just be careful not to take them too literally.

4



MERCEDES B180 CDI SE

Price £22,575 Specs 109bhp, 191 lb ft, 0-62mph 11.6secs, VMax 118mph, 68.9mpg, CO₂ 108g/km

We never rated the old B. Thankfully this one's much better, and especially useful for those Waitrose runs when falafel stocks are running dangerously low.

5



CITROEN C3 PICASSO 1.6 BLUENDI VTR+

Price £16,620 Specs 100bhp, 187 lb ft, 0-62mph 13.5secs, VMax 108mph, 72.4mpg, CO₂ 101g/km

The Picasso reminds us of when French cars were a bit weird, in a good way. Here's a cute little van with pretensions - one for families with a sense of humour.

VOLKSWAGEN

TopGear on Volkswagen:

Quietly brilliant, thoroughly deserving of every accolade chucked its way. Up and Golf particular highlights.

UP

Finally, a VW city car you want to own. Neat styling and packaging to shame Ikea's finest, we like the Up. A lot.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Take Up 3d	£8,870	14.4	99	60	70	62.8	105	8/10
1.0 Club Up 5d	£12,485	13.2	106	75	70	60.1	108	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3540x1640x1490, 35-litre fuel tank, 251/951-litre boot, 2 engines, 6 trims, 16 models in total.

DATA IN NUMBERS: PRICED UP

→ VW Up 1.0 60 Take 3d £595 more than Skoda Citigo 1.0S 3d

XLI

VW has created the world's first eco-spaceship. Beam us up Scotty, we're ready for lift-off at 300mpg.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.8 TDI Plug-in	£94,000	11.9	99	75	103	313	24	9/10

Euro NCAP n/a, LxWxH in mm: 3970x1682x1184, 10-litre fuel tank, 120-litre boot, 1 engine, 1 trim, 1 model in total.

POLO

The Golf's mini-me was facelifted for 2014. It's safe and solid, and now has a (little) bit more soul.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 S 3d	£11,300	15.5	100	60	70	60.1	106	7/10
1.2 TSI SE 5d	£14,410	10.8	114	90	118	60.1	107	8/10
1.8 TSI GTI 3d	£18,900	6.7	146	192	236	47.1	139	7/10
1.4 TDI SE 5d	£15,475	12.9	108	75	155	83.1	88	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3970x1682x1462, 45-litre fuel tank, 280/952-litre boot, 9 engines, 8 trims, 32 models in total.

GOLF

The best done better than ever. You need no other hatchback. So don't waste your time looking.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI GT 5d	£24,270	8.2	134	150	184	57.6	115	8/10
2.0 GTI 5d	£28,155	6.5	153	220	258	47.1	139	8/10
2.0 R 5d	£31,475	5.1	155	300	280	39.8	165	9/10
1.6 TDI Match 5d	£21,960	10.7	119	110	184	74.3	99	8/10
2.0 GTD 5d	£27,590	7.5	143	184	258	67.3	109	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4260x1800x1450, 50-litre fuel tank, 380/1270-litre boot, 13 engines, 9 trims, 48 models in total.

BETTER

A sportier Beetle? Does that make this a cockroach? Never mind, the retro VW now has a smattering of driver appeal.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TSI Design	£18,670	10.9	112	105	129	51.4	128	6/10
1.4 TSI Sport	£22,525	8.7	126	150	185	48.7	134	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4440x1770x1480, 68-litre fuel tank, 510-litre boot, 5 engines, 4 trims, 20 models in total.

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PASSAT

The driver likes to pretend he's an exec, when in truth he's a rep that's made his monthly bonus. Fine car, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 TDI S	£22,320	10.8	128	120	185	70.6	105	7/10
2.0 TDI S	£23,445	8.7	137	150	251	70.6	106	7/10
2.0 TDI SCR GT	£27,895	6.1	149	190	369	53.3	107	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4767x1832x1456, 59/66-litre fuel tank, 586/1152-litre boot, 4 engines, 5 trims, 26 models in total.

CC

Facelifted CC has dropped the Passat name, but not the underpinnings. Cheap, able alternative to the Merc CLS.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI 184 GT	£30,600	8.6	141	184	258	64.2	114	7/10

Euro NCAP n/a, LxWxH in mm: 4800x1860x1420, 70-litre fuel tank, 532-litre boot, 4 engines, 2 trims, 5 models in total.

SCIROCCO

Still great looking, but now resting on a platform two gens behind the Golf. Minor facelift isn't enough to disguise this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TSI 180	£22,790	7.4	140	180	207	47.1	148	7/10
2.0 TSI 280 R	£32,580	5.7	155	280	258	35.3	187	8/10
2.0 TDI 150	£23,455	8.6	134	150	199	67.3	109	6/10

Euro NCAP ★★★★★ WxH in mm: 4256x1810x1406, 55-litre fuel tank, 312/1006-litre boot, 6 engines, 4 trims, 11 models in total.

TOURAN

A dull but capable MPV in a marketplace where that's all you need. Essentially a big, last-gen Golf with seven seats.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 TDI 105 SE	£23,855	12.8	116	105	185	61.4	121	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4397x1794x1634, 60-litre fuel tank, 121/1913-litre boot, 6 engines, 3 trims, 14 models in total.

SHARAN

More VW MPV-ery, this time quite good. It's comfortable, practical, seats seven easily and gets decent engines.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI 150 SE	£28,485	10.7	122	150	177	43.5	150	7/10
2.0 TDI 150 SE	£30,115	10.3	124	150	251	56.5	130	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 300/2297-litre boot, 4 engines, 4 trims, 11 models in total.

TIGUAN

A baby SUV that's more of a family car than a rough 'n' tough off-roader. Destined for the school run, and why not?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI 2WD	£25,520	9.8	123	150	251	56.5	130	5/10
2.0 TDI 4WD	£28,820	8.3	127	184	280	49.6	150	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4519x1809x1703, 60-litre fuel tank, 470/1510-litre boot, 6 engines, 4 trims, 15 models in total.

TOUAREG

If a large SUV can be inoffensive, this is it. Shares much with the Cayenne, except the price and cock-waiving image.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 TDI SE	£43,605	8.7	128	204	332	42.8	173	6/10
3.0 TDI R-Line	£48,405	7.3	140	262	373	42.8	174	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4801x1940x1709, 85-litre fuel tank, 493/1555-litre boot, 2 engines, 3 trims, 5 models in total.

VOLVO

TopGear on Volvo:

Far removed from Volvo of old, and far more than just boxes on wheels. Even though they are boxy.

V40

Volvo finally pulls its finger out and gets serious about the premium hatchback. We actually quite like these.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 T2 SE	£22,205	9.2	118	122	162	51.4	129	7/10
2.0 T5 R-Des L	£31,700	6.0	149	245	258	47.9	137	7/10
2.0 D3 150 SE	£23,770	7.9	130	150	236	74.3	99	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4370x1800x1450, 52-litre fuel tank, 335/1032-litre boot, 7 engines, 7 trims, 45 models in total.

TOPGEAR TOP TEN

WIDEST CARS SUB £20K



1

SsangYong
Turismo
1915mm



2

SsangYong
Rexton
1900mm



3

Vauxhall
Zafira Tourer
1884mm



4

Vauxhall
Insignia
1860mm



5

Volvo
V40
1857mm



6

Kia
Sportage
1855mm



7

Hyundai
Tucson
1850mm



8

Mazda
6
1840mm



9

SsangYong
Korando
1830mm



10

MG
6
1827mm

S60

At last, a BMW 3-Series rival that's actually a 3-Series size. Good engines, nice interior, but no 3-Series to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 T3 Business	£22,490	8.1	130	154	185	48.7	135	6/10
2.0 D4 Business	£24,045	7.1	143	190	295	72.8	102	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4630x1860x1490, 67-litre fuel tank, 339-litre boot, 8 engines, 5 trims, 36 models in total.

V60

Estate version of the S60, only Volvo insists it's not actually an estate, but a 'sports wagon'. It's an estate, Volvo.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 Business	£25,245	7.2	140	190	295	70.6	104	7/10
D6 Twin Engine	£49,975	5.8	143	220	325	155	48	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4628x1865x1484, 67-litre fuel tank, 430/1241-litre boot, 6 engines, 9 trims, 36 models in total.

V70/XC70

Close your eyes and think of a Volvo. And here it is – the 21st century incarnation of the classic estate. Now rather off the pace.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 Business	£27,195	8.1	137	181	295	67.3	109	5/10
XC70 D5 AWD	£38,540	7.5	130	215	309	53.3	139	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4820x1860x1550, 70-litre fuel tank, 575/1600-litre boot, 5 engines, 4 trims, 28 models in total.

XC60

Mid-size SUV stuffed with health and safety kit. It should come in fluoro yellow with a loud hailer as standard.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 SE Lux	£34,360	7.6	130	190	295	62.8	117	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4630x1860x1490, 70-litre fuel tank, 495/1455-litre boot, 3 engines, 4 trims, 14 models in total.

XC90

Everything we hoped it would be, and more besides. Superb safety systems, fantastic tech and practicality.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D5	£45,750	7.4	137	228	347	49.6	149	9/10
2.0 T6	£49,205	6.1	143	324	295	36.7	179	9/10
2.0 T8	£59,955	5.3	140	406	295	104.6	99	9/10

Euro NCAP n/a, LxWxH in mm: 4950x2008x1776, 50/71-litre fuel tank, 397/1951-litre boot, 3 engines, 3 trims, 9 models in total.

VUHL

TopGear on Vuhl:

Thought up by a pair of Mexican brothers with a background in industrial design. 05 is a promising start.



05

Looks like a little British track thing. Isn't. Mexican money, Italian design, Ford power. Good effort.



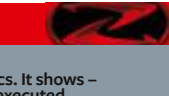
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T	£58,995	3.7	152	285	310	n/a	n/a	7/10

Euro NCAP n/a, LxWxH in mm: 3718x1876x1120, 40-litre fuel tank, 70-litre boot, 1 engine, 1 trim, 1 model in total.

ZENOS

TopGear on Zenos:

Upstart staffed by ex-Caterham execs. It shows – Ford-engined E10 is admirably well-executed.



E10

What do you get when former Caterham chiefs leave to design their own car? Um, a 21st century Caterham.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
E10 S	£28,995	4.0	145	250	295	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 3800x1870x1130, n/a-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total.

DATA IN NUMBERS: 10 OUT OF 10

- Zenos E10 kerbweight 700kg
- Hyundai i10 1.0 kerbweight 933kg



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JFF 7 £8,995	1 AER 4 CEJ	4 CEF 3 OFP	1 EHD 1 EHF	1 FDR 1 FGV	1 GUY 1 GYV	5 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
RSJ 9 £8,995	1 AFL 1 CAG	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
VLM I £39,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
I EHD £34,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
6 CHD £6,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
I PEX £29,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
86 NJ £8,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
I LKF £29,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
6 GSJ £6,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
I NYK £29,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
FD 5 £49,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
I WDD £34,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
39 FB £9,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM
LSJ 4 £6,995	1 AER 4 CEJ	1 CHG 1 CHJ	1 EIG 1 EIJ	1 FDF 1 FGV	1 GUY 1 GYV	1 JLE 84 KL	1 KJV 1 KLV	1 LUG 1 LUR	1 NGD 1 NHD	6 PGT 1 PGI	1 RLY 1 RNF	1 TGP 1 TGP	1 VCM 1 VCS	1 WHM 1 WHM



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CRII LLY Crilly	ACT 700R ACT 23D	Actor Aldred	OOO 7E OOO 7E	Corral Coral	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
TUC IK Tuck	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
STA 7ON Staton	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
MOR 215H Morrish	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
LOP 3S Lopes	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
B32 THA Bertha	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
COR 2R Corr	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
PAC 3E Pace	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
B412 BER Barber	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
OMA 22R Omar	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
LEE 350N Leeson	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
M41 LER Maller	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
P21 ORY Priory	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
H412 PER Harper	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
W4 FER Waffer	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
EI MES Elmes	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
GUI3 SSS Guess	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
5 OLE Sole	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
DOV 3R Dover	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
DESI CFC Desi Cfc	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
M42 KUS Markus	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
82 YAN Bryan	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy
PAR 20T Parrot	ALM 4N ALM 4N	Alman Alman	OOO 7E OOO 7E	Costa Costa	HHH SEN HHH SEN	Hana Hansen	MCG 422Y MCG 13E	McGarry McGhee	ROW 33R ROY 62S	Rowe Roy

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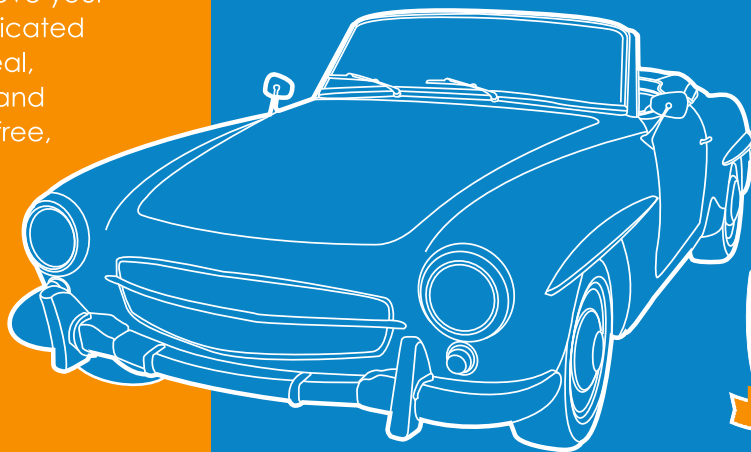
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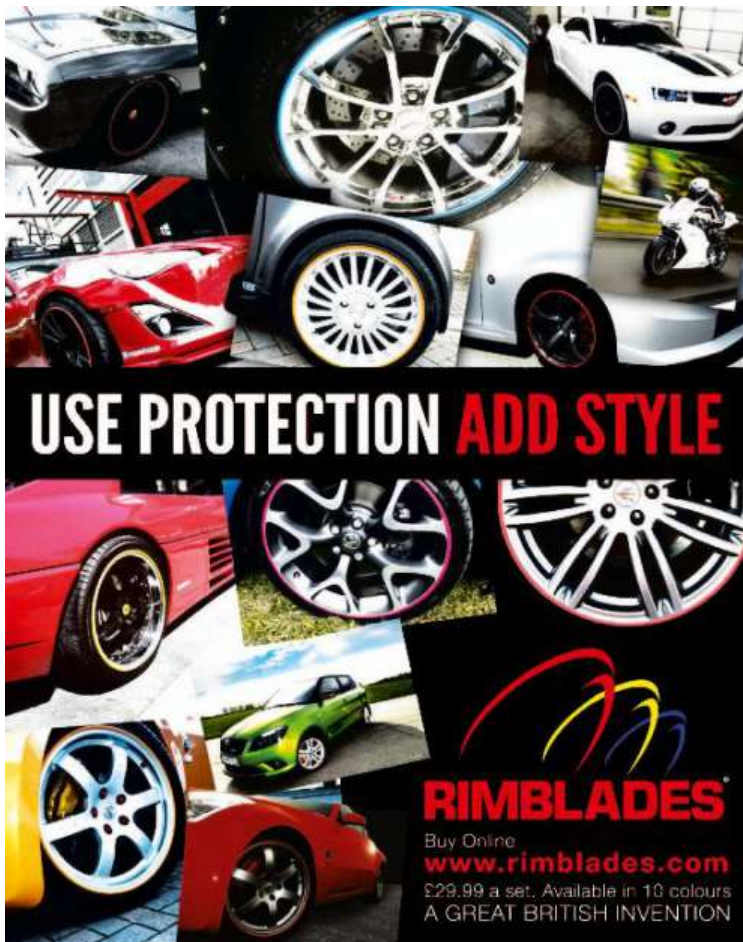
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AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
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AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

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X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
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123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
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CJ300 Specification Jeep 1941 Alloy Wheels 7.5x17" in Satin Black, 4 Slot Chelsea Truck Company Grille, Front Grille Industrial Mesh, Side Wing Blades in Carbon Finish, Fuel Filler Cap in Satin Black, Chelsea Truck Company Spare Wheel Cover, Front & Rear Seats in Quilted & Perforated Leather with Matching Stitching, Door Entry Sill Plates in Stainless Steel, Vented Foot Pedals in Machined Aluminium, Floor Mats in Toughened Rubber, Brake Calipers in Liquid Red, Smoked Headlamps & KAHN Vehicle Branding.

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Notes: Jeep CJ300/400 Images shown with optional: mud terrain tyres (only for off road use), LED Daytime Running Lights & Diamond LED Military Headlights. Defender Chelsea Wide Track shown with optional: 9"x20" Mondial Alloy Wheels in Plano Black and Diamond Cut, Front Bumper Replacement, Sump Guard & Crosshair Exhaust System in Stainless Steel inc. Mudflaps.



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Factory Sahara Specification: 5 Speed Automatic Transmission, Air Conditioning, with Auto Temperature Control, Anti-Lock 4 Wheel Disc HD Brakes, Automatic Headlight Activation, Brake Disc Ventilation, Cruise Control, Driver & Front Passenger Air Bags, Electronic Stability Control, Hill Descent Control, Hill Start Assist, Infinity Premium Audio, System, Keyless Entry with Immobiliser Split Level Targa Roof & Removable Hard Top.



Factory Specification: 2.2 Litre 4 Cylinder Diesel Engine, 6 Speed Manual Gearbox, Air Conditioning, All Terrain Anti-Lock Braking System, Audio System, Driver & Front Passenger Sun Visors, Electric Front Windows, Electronic Traction Control (ETC), Front Axle Two Pin Differential, Front Mudflaps, Halogen Headlamps, Heated Front Seats, Heated Rear Screen, Heated Windscreen, Locking Wheel Nuts, Manual Adjustable Exterior Mirrors, Manual Dipping Interior Rear View Mirror, Perimetric/Volumetric Alarm, Power Assisted Steering, Rear Door Stowage Net, Rear Folding Step, Rear Mudflaps, Rear Quarter Windows, Remote Central Locking, Side Runners, Standard Duty Suspension, Station Wagon Roof, Tinted Glass Front & Side & Windscreen Wash/Wipe System.

All prices exclude Road Fund Licence and a First Registration Fee at the current rate (Government Charge). Available in Left Hand Drive
All new vehicles are VAT qualifying. Applies to UK vehicles only. Prices correct at time of going to press and may be subject to change.
To view all available vehicles please visit: www.chelseatruckcompany.com



1948 Defend
8" x 16"



1983 Defend
8" x 18"



Mondial Defend
9" x 20"



Jeep 1988
8.5" x 20"



Jeep 1986
9" x 20"





SEAT

THE ALL NEW LEON ST CUPRA 280

CAPABLE, WHICHEVER
WAY YOU LOOK AT IT



TECHNOLOGY TO ENJOY



587 LITRE BOOT

Room for an active lifestyle.



280PS CUPRA ENGINE

Guarantees precision-driving fun.



CUPRA DRIVE PROFILE

Dynamic driving at your fingertips.

Standard EU test figures for comparative purposes and may not reflect real driving results. Model shown is a Leon ST CUPRA 280 with optional Sub8 Performance Pack, CUPRA Black-Line and Nevada white metallic paint.

Official fuel consumption for the SEAT Leon ST CUPRA in mpg (litres per 100km); urban 32.1 (8.8) - 33.6 (8.4); extra-urban 50.4 (5.6) - 49.6 (6.6); combined 42.2 (6.7) - 42.8 (6.6). CO₂ emissions 157 - 154 g/km.

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